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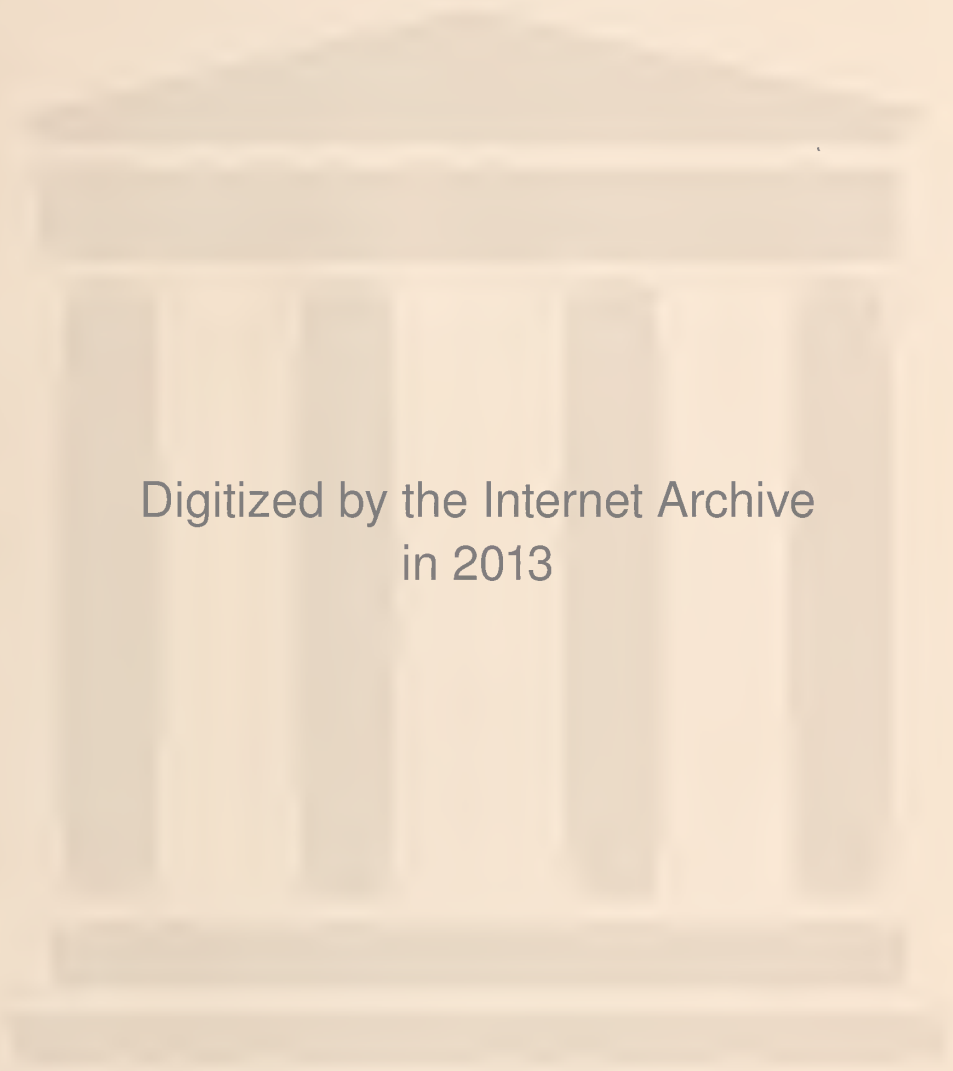
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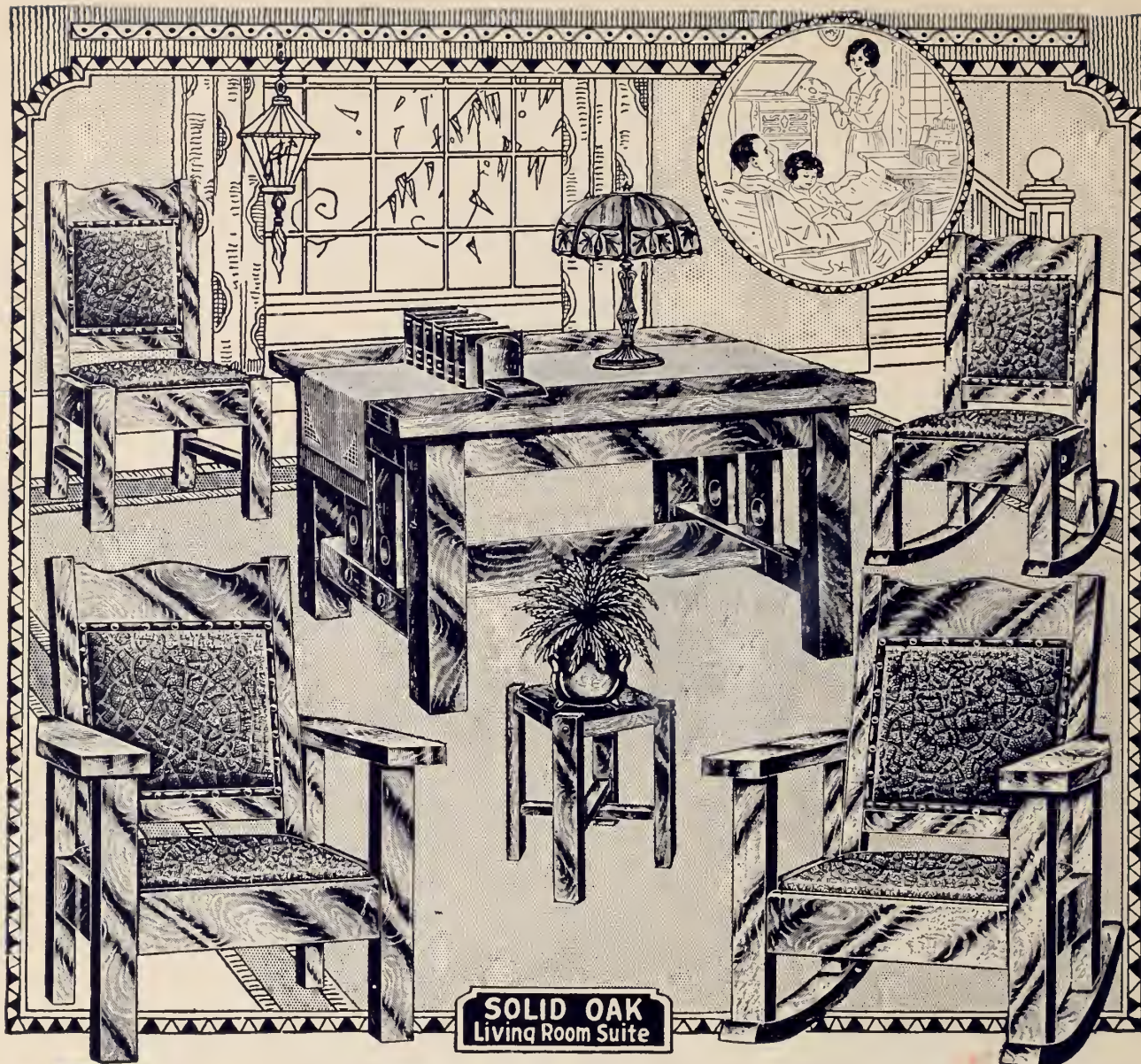
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Baltimore and Ohio Magazine



*On the Oroyo Railway,
Peru.*

May 1921



Brings HARTMAN'S Elegant 7-Piece Suite

Richly Upholstered Backs and Seats, Beautiful New Design

Here is Hartman's latest offering in Mission furniture. A new design in a 7-piece suite—elegant, massive, made on graceful tapered lines. Both chairs and rockers have upholstered seats and backs. Without doubt the greatest bargain in Mission furniture. Sent for only \$1 down and on 30 days' free trial. Then, if not satisfied, send it back and we will refund the \$1 and pay freight both ways. If you keep it, pay balance, only \$3 monthly—over a year to pay.

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This splendid suite consists of large Arm Rocker, Arm Chair, Sewing Rocker, Side Chair, Library Table, Tabourette and Book Blocks—all beautifully finished,

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holstered in imitation Spanish brown leather, well padded for comfort. Rears of backs are also up-

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Extra Large Table stands 30 inches high; legs 2 inches square. Paneled ends and roomy bookshelf. Tabourette top 10x10 inches. Height 16 inches. Book Blocks large and heavy. We can't say enough for this splendid set. Try it 30 days FREE. Shipped without delay (fully boxed, "knocked down" to save freight) from Chicago warehouse or factory in Indiana. Shipping weight about 180 lbs.

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Address.....

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This Thrifty and Prosperous Employee Has Bought Six Houses Through the Relief Department

The man who wishes to buy a home first studies the question from every angle.

He is not satisfied unless he gets a good looking property with plenty of light and air.

If the house is roomy you can be sure that this helps make his family feel satisfied and contented.

He also wants to arrange an easy financial plan through which he can purchase the property.

You can depend on it that David Suter, engineer at Keyser, W. Va., is pleased with the home he now occupies. You can see from the picture of his present home that it has attractive surroundings, is well-kept, and has air and light in abundance. Then, he is buying it on the easy purchase plan by the aid of the Relief Department.



ENGINEER DAVID SUTER AND FAMILY AND THEIR ATTRACTIVE HOME IN KEYSER, W. VA.

This is only part of Mr. Suter's story. He has bought, all told, six houses through the Relief Department, and still owns two of them, the home pictured on this page being one of the two.

Mr. Suter is one of the thrifty fellows among the employes of the Baltimore and Ohio Railroad who are home owners.

Why do you not follow his example and become a home owner? You can find out all about our easy partial payment plan by writing now to

Division "S," Relief Department
The Baltimore and Ohio Railroad Company
Baltimore, Md.

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Easy Money

I once heard what is probably now an old story of a young Jap who was hired by a business house largely to oblige a customer, and who was recommended as a bright and intelligent youth. The firm was not particularly anxious to keep him in its employ, so it handed him as tough an assignment as possible.

He was given the account of a creditor who was believed to be beyond all hope as far as a settlement was concerned and told to see what he could do with the matter. Within three days they received a check in full for the amount they never expected to get.

The head of the firm, curious to see how the Jap had dealt with the creditor, looked up the letter file and found the copy of a letter written by the Jap, reading as follows:

"Dear Sir—If you do not settle this account immediately we shall be obliged to take steps that will cause you the utmost astonishment. Yours, etc."—*New York American*.

Light and Dark Shades

A young colored couple were sitting at the foot of the Statue of Liberty. Henry was holding Mandy's hand.

"Henry," said Mandy, "does you-all know why dey has such small little lights on de Statue o' Liberty?"

"Ah donno," replied the Ethiopian swain, "unless it's because de less light, de mo' liberty!"—*California Pelican*.

Not His Job

By Edgar A. Guest

That's not my job, and it's not my care,
When an extra task he chanced to see;
"That's not my job and its not my care,
So I'll pass by and leave it there."
And the boss who gave him his weekly pay
Lost more than his wages on him that day.

"I'm not supposed to do that," he said;
"That duty belongs to Jim or Fred."
So a little task that was in his way,
That he could have handled without delay,
Was left unfinished; the way was paved
For a heavy loss that he could have saved.

And time went on and he kept his place
But he never altered his easy pace,
And folks remarked on how well he knew
The line of tasks he was hired to do;
For never once was he known to turn
His hand to things not of his concern.

But there in his foolish rut he stayed
And for all he did he was fairly paid,
But he never was worth a dollar more
Than he got for his toil when his week was
o'er;
For he knew too well when his work was
through
And he did all that he was hired to do.

If you want to grow in this world, young
man,
You must do every day all the work you
can;
If you find a task, though it's not your bit,
And it should be done, take care of it!
And you'll never conquer or rise if you
Do only the things you're supposed to do.

Yousedit

It happened at a temperance lecture. The lecturer was trying to impress upon his audience the harm done by strong drink.

He had been raving for about an hour, when he said:

"My friends, I will now bring to your consideration the way Nature works in the matter. The beasts of the field do not partake of intoxicating beverages. Now, if I had two buckets on the platform, one full

of water, and the other full of beer, and I brought a donkey onto the platform, which would he drink?"

"The water," came from a dozen throats.

"Of course," responded the lecturer, who had waited the reply. "Now, tell me, why would he choose the water?"

To which a bored voice in the gallery returned:

"Just because he's a jackass."—*Pennsylvania Punch Bowl*.

Railroad Man's Knife \$1.00

Introduction Offer—Full sized sample of this knife with the emblem or design of the order of which you are a member placed under the handle will be mailed you for \$1.00 and this advertisement. For only 25 cents extra your name and address will be shown on knife. Size 3 1/4 inches long.



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to introduce transparent handle pocket knives and razors. Under the handles can be placed the emblems of any Railroad or Labor Organization, Secret Society or Fraternal

Order. Also the member's full name and address on the other side. Blades, finest steel; handles, handsome as pearl, clear as glass and unbreakable. Every knife guaranteed to be perfect. Every railroad

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NOVELTY CUTLERY COMPANY, 335 Bar St., Canton, Ohio



Volume 9

Baltimore, May, 1921

Number 1

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THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 36,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can

But He's on His Way

Uncle Tom arrived at the station with the goat he was to ship north, but the freight agent was having difficulty in billing him.

"What's the goat's destination, Uncle?" he asked.

"Suh?"

"I say, what's his destination? Where's he going?"

Uncle Tom searched carefully for the tag. A bit of frayed cord was all that remained.

"Dat onery goat!" he exploded wrathfully. "Yo' know, suh, dat ignorant goat done completely et up his destination."

—*Stolen.*

PATENTS

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Locomotive Boiler Construction. By Frank A. Kleinbans.

The only book showing how locomotive boilers are built in modern shops. Shows all types of boilers used; gives details of construction; practical facts, such as life of riveting punches and dies, work done per day, allowance for bending and flanging sheets and other data that means dollars to any railroad man. Second edition. 451 pages, 334 illustrations. Six folding plates. Cloth. **\$3.50**

Which Wins?

Three small clothiers' shops, owned by an Englishman, a Scotchman and an Irishman, stood side by side.

The Englishman decorated his windows with a large bill—"Great Sale of Fire Salvage Stock."

The Scotchman put out a counter placard—"Great Sale of Bankruptcy Stock."

Pat wondered what he could do, as fire and bankruptcy had been annexed by his rivals. After much thought he put up a sign over his doorway inscribed: "Main Entrance."

The Fresh Ticket Agent

It happened in a little Iowa town. The trains were all late.

The ticket agent was new and fresh.

Wise boy, hat over one ear.

Sporty clothes, cocky air, flirt.

"Such a devil in his own home town."

That song must have been about him.

He was jollying a coy bit of fluff.

An elderly woman questioned him.

She was quietly dressed, unassuming.

"Can you tell me about the train?"

"About how late is it?"

"Dunno, m'm," he sawed her off.

Then he resumed regular business.

"Now, Cutie, them eyes o' your'n—"

The elderly woman persisted.

She was mild, almost apologetic.

"Pardon me, but I must know.

My husband is on this train.

Can you find about where it is?"

"Say, mum!" he winked at Cutie.

"Whadje think I yam?"

One o' these here tellypathists?

Er the Human Weegy board?

How'd I know where the train is?"

Cutie giggled. The woman colored.

"Where can I wire?"

Her voice was not so mild.

"Up stairs," he jerked his thumb.

"Them old dames make me tired,"

He said loudly to Cutie.

The woman heard, from the stairs.

Her wire startled the operator.

Train came, with a private car.

In it the president of the road.

A crowd gathered to see him.

"Where's my wife?" he demanded.

"Here, dear!" the lady answered.

It was the quietly dressed woman.

He kissed her. "I got your wire.

Show him to me. Quick!"

She led the way into the station.

The ticket agent's jaw dropped.

"Let me present my husband!"

Her voice was sweet—too sweet.

"He happens to be the president.

Perhaps your Ouija has told you?"

It had—told him the worst.

And the president told the rest.

It was like a volcanic eruption.

The hottest was at the end:

"You're fired!"

Wise boy is wiser, also sadder.

Especially when Cutie giggles.

For it's at him, not with him.

He's driving an ice wagon now.

Isn't it odd?

Golden Rule to strangers will pay.

You never know who they are.

—By Lillian Paschal Day, in *Baltimore Evening Sun*.

COPIES OF THESE BOOKS SENT PREPAID ON RECEIPT OF PRICE

The Baltimore and Ohio Magazine

Mount Royal Station

Baltimore, Maryland



A STRIKING AIRPLANE PHOTOGRAPH OF OUR 26th STREET FREIGHT STATION AND STORAGE WAREHOUSE IN NEW YORK. Easily visible along the teeming Chelsea Pier section of the Metropolis, and up and down the majestic Hudson itself, the impressive and symmetrical mass of this building is a veritable landmark in the vicinity, and a splendid advertisement for the Baltimore and Ohio.

Business-Getting Campaign Gathering Headway

Traffic Already Secured Proves Sincerity of Enthusiasm in System-Wide Solicitation—Veterans Still Leading the Way

ONE day during the week of April 17, Yardmaster Maloney, at Cincinnati, went into the store in which he buys his clothes. The proprietor greeted him and it was not long before he had heard of the business-getting campaign now in full swing on the Railroad.

"Doing any traveling now-a-days?" said Maloney.

"Yes," replied the merchant. "Going to Washington tomorrow."

"On the Baltimore and Ohio, of course?"

"No, on the ——— (mentioning another road)," was the merchant's reply.

And right then the railroader told the traveler about 100 per cent. Baltimore and Ohio service—on time trains, smooth riding, courteous employes, fine dining car service, beautiful scenery, etc.

The reward came the next day when the merchant sent down to the station for three Baltimore and Ohio return trip tickets from Cincinnati to Washington; one for himself, one for his wife and another for his daughter.

On another day of the same week, in Baltimore, a yard conductor was riding to Camden Station in a trolley car. He overheard a man ask the car conductor the way to the station of a competitor of the Baltimore and Ohio. He interrupted—politely—and the upshot of his appropriate and timely solicitation was that he took the inquiring traveler up to the ticket office at Camden Station and saw him slip his \$7.24 to the ticket seller and depart with his ticket for New York over the "Best and Only."

Again, in Cincinnati; two employes tried teamwork one afternoon of the same week. They worked intelligently, hard and convincingly, the result of their solicitation being 16 carloads of freight over the Baltimore and Ohio, most of it new business.

Back in Baltimore on another afternoon of the same week a young woman employe, working in an office at Mount Royal Station, had occasion to go to the baggage room for mail. A woman and her son were getting some parcels out of the parcel check and asking at the same time the way to the station of a competing road.

Pleasantly, our woman employe interrupted. She had overheard that the travelers wanted to go to the station of a competing road to buy tickets to New York. A few minutes later they were introduced to our Ticket Agent Cromwell at Mount Royal and the Baltimore and Ohio was thereby two more fares, Baltimore to New York, to the good. Then, just to show these travelers that we wanted not only their patronage, but also their good will, the young woman employe took them out and saw that they got on the proper trolley car to reach their destination of the afternoon, for it was their plan to go to New York the next day. Credit two pleasant acquaintances of the

Car Loading Increases

Commercial car loading showed a slight but encouraging increase in April as compared with March.

April, 192,666 cars

March, 190,326 cars

Baltimore and Ohio to this young woman, with the further probability that they will become three fast friends and valued patrons.

These are just a few of the isolated experiences that have come through different channels to the attention of the writer. We mentioned but three employes in Cincinnati and two in Baltimore who secured business valued in the hundreds of dollars. Yet Baltimore and Cincinnati number many thousands of Baltimore and Ohio employes. Can't you see the possibility of this business-getting campaign if we all get on our toes?

The tour of the Traffic Boosters led by H. O. Hartzell, manager Commercial Development, is now over. Three weeks of hard travel enabled the party to put the business-getting messages before thousands of our Veterans and other employes, a brief resume of the meetings being as follows:

DATE	PLACE	ATTENDANCE
April 11,	Pittsburgh, Pa. . . .	250
April 12,	Youngstown, Ohio. . .	140
April 13,	Cleveland, Ohio. . . .	135

DATE	PLACE	ATTENDANCE
April 13,	Lorain, Ohio.	100
April 14,	Connellsville, Pa. . .	500
April 15,	Cincinnati, Ohio. . .	300
April 16,	Lima, Ohio.	150
April 18,	Seymour, Ind.	140
April 18,	Washington, Ind. . .	500
April 20,	Philadelphia, Pa. . .	50
April 21,	Martinsburg, W. Va. .	175
April 22,	Cumberland, Md. . .	200
April 23,	Grafton, W. Va. . . .	275
April 23,	Parkersburg, W. Va. .	150
April 25,	Fairmont, W. Va. . .	350
April 26,	Wheeling, W. Va. . .	250
April 27,	Garrett, Ind.	150
April 28,	Willard, Ohio. . . .	200
April 29,	Newark, Ohio.	200
April 30,	Chillicothe, Ohio. .	1000

All of these meetings were addressed by Mr. Hartzell, and at most of them addresses were also made by W. W. Wood, chief of Welfare Bureau, and G. W. Sturmer, grand president of the Veterans, besides the speakers from the local territories. The Veterans turned out in force at all of these meetings, the officers of the local chapters doing everything in their power to bring out big crowds. At certain places larger numbers of our younger employes were expected, but in view of the quickness with which the tour was organized, all those connected with it are agreed that the attendance of employes in general was most encouraging.

District, division and local officers of both the Operating and Traffic departments supported all the meetings splendidly and became enthused with the hearty reception given the business-getting campaign by the audiences and by the determination shown to secure new traffic for the Railroad.

Veterans and other employes may be sure that they will get full credit for all business they secure, provided only that they report it on return postal cards to the office of—

H. O. Hartzell,
Manager Commercial Development,
Baltimore, Md.

During the two weeks ending April 30, 196 carloads of freight were reported secured on these postal cards, as shown in detail on the following pages. All those who have been closely

(Continued on page 9)

RETURNS OF FREIGHT SOLICITATION CARDS BY BALTIMORE AND OHIO VETERANS AND OTHER EMPLOYES, TWO WEEKS ENDING APRIL 30

SERIAL No.	VETERAN	COMPANY SOLICITED	COMMODITY	QUANTITY	MOVEMENT
1	H. O. Hartzell, Baltimore, Md.	U. S. Industrial Chemical Co. (W. D. Kellog), Curtis Bay, Md.	Bottles and corrugated boxes....	2 carloads.	Huntington, W. Va., to Baltimore, Md.
2	H. Bergman, machinist, Pittsburgh, Pa.	Frank and Seder, Pittsburgh, Pa.	Merchandise.....	Less carload.....	New York, N. Y., Baltimore, Md., and Philadelphia, Pa., to Pittsburgh, Pa.
	H. Bergman, machinist, Pittsburgh, Pa.	Several indefinite promises from department stores in Pittsburgh.			
3	J. T. Mathews, Washington, D. C.	Judd and Detweiler, Washington, D. C.	Paper, printing supplies.....	.....	(All future shipments will be made via Baltimore and Ohio as long as service is good.)
4	R. H. Childs, asst. agt., Warren, Ohio.	Home Lumber Co., Warren, Ohio.	Lumber.....	Several carloads....	Birmingham to Warren, Ohio.
5	A. D. Griffith, supt.-agt., Warren, Ohio.	Home Lumber Co., Warren, Ohio.	Lumber.....	1 carload..	Sciota, Cal., to Warren, Ohio, via Chicago, Ill.
6	Arthur R. Forster, Baltimore, Md.	Furness, Withy & Co., Ltd., Baltimore, Md.	Flax.....	1 carload..	Philadelphia, Pa., to Locust Point, Md.
7	F. W. Melis, Baltimore, Md.	W. F. Christopher & Co., Baltimore, Md.	Lumber.....	1 carload..	Ronceverte, W. Va., to Baltimore, Md.
8	F. W. Melis.....	Anchor Forwarding Co....	Tobacco.....	1 carload..	Baltimore, Md., to Norfolk, Va.
	F. W. Melis.....	Anchor Forwarding Co....	Cottonseed oil...	1 carload..	Relce, Va., to Baltimore, Md.,
	F. W. Melis.....	Anchor Forwarding Co....	Lard.....	1 carload..	Relee, Va., to Baltimore, Md.
9	F. W. Melis.....	John L. Alcock & Co., Baltimore, Md.	Lumber.....	1 carload..	Coal Grove, Ohio, to Baltimore, Md.
10	F. W. Melis.....	John L. Alcock & Co., Baltimore, Md.	Lumber.....	1 carload..	Cove Run, W. Va., to Baltimore, Md.
11	J. L. Thoman, G. Y. M., DeForest Jct., Ohio.	Trumbull Steel Co., DeForest Jct., Ohio.	Tinplate.....	1 carload..	DeForest Jct., Ohio, to Chicago, Ill. (P. F. W. C.).
12	J. L. Thoman, G. Y. M., DeForest Jct., Ohio.	Trumbull Steel Co., De Forest Jct., Ohio.	Tinplate.....	1 carload..	DeForest Jct., Ohio, to Buchanan, Va.
13	E. G. Slater, Cleveland, Ohio.	Canton Drop Forging & Mfg. Co., Canton, Ohio.	Forgings.....	18 tons....	Canton, Ohio, to Jamestown, N. Y.
14	John C. Distler, Cleveland, Ohio.	National Carbon Co., Cleveland, Ohio.	Cement.....	25 tons....	Lewiston, Me., to Cleveland, Ohio.
15	E. H. Oldham, Cleveland, Ohio.	Grasselli Chemical Co., Cleveland, Ohio.	Sulphuric acid...	1 carload..	Grasselli, N. Y., to Canton, Ohio.
16	C. E. Lynn, Freeport, Ohio.	John F. Milner, Freeport, Ohio.	Wool.....	10 tons....	Freeport, Ohio, to Providence, R. I.
17	C. E. Lynn, Freeport, Ohio.	L. D. Lathams Sons, Freeport, Ohio.	Lumber.....	20 tons....	Freeport, Ohio, to Fairpoint, Ohio.
18	F. X. Kramer, Cleveland, Ohio.	The Mercantile Warehouse Co., Cleveland, Ohio.	Dried fruit.....	15 tons....	Cleveland, Ohio, to New York City.
19	E. J. Burke, Cleveland, Ohio.	The Ohio Clay Co., Cleveland, Ohio.	Building tile.....	20 tons....	Cleveland, Ohio, to Hinton, W. Va.
20	Patrick Kilbow, Mineral City, Ohio.	Hoover Coal & Clay Co., Mineral City, Ohio.	Clay.....	25 tons....	Mineral City, Ohio, to Muncie, Ind.
21	J. J. Powers, Lorain, Ohio.	R. L. DePalma & Son, Lorain, Ohio.	Coal.....	180 tons...	Various points to Lorain, Ohio.
22	H. Bergman, Pittsburgh, Pa.	Standard Sanitary Mfg. Co., Pittsburgh, Pa.	Pipe.....	1 carload..	Pittsburgh, Pa., to Etna, Pa.
23	W. C. Cox, Pittsburgh, Pa.	Mrs. George S. Heimbook,	Household goods.	1 carload..	Wilkes-Barre, Pa., to Glenwood, Pittsburgh, Pa.
24	S. H. Rhoads, Warren, Ohio.	The Western Reserve Lumber Co., Warren, Ohio.	Lumber.....	12 carloads.	Various points to Warren, Ohio.
25	S. H. Rhodes, Warren, Ohio.	Masters-Daugherty Co., Warren, Ohio.	Groceries.....	1 car each week....	Cleveland, Ohio, to Warren, Ohio.
26	H. G. Allen, Pittsburgh, Pa.	P. J. Rouse, Auburn, Ind.	Automobiles.....	1 carload..	Auburn, Ind., to West Newton, Pa.
27	R. H. Childs, Warren, Ohio.	Youngstown Pressed Steel Co., Warren, Ohio.	Steam tank parts.	2 carloads..	Warren, Ohio, to Springfield, Mass.
28	R. H. Childs, Warren, Ohio.	Helman Lumber Co., Warren, Ohio.	Shingles.....	1 carload..	Detroit, Mich., to Warren, Ohio.
29	R. H. Childs, Warren, Ohio.	The Warren Iron & Steel Co., Warren, Ohio.	Coal.....	6 carloads..	Shelby, Ky., to Warren, Ohio.
30	J. D. Thoman, G. Y. M., DeForest Jct., Ohio.	Trumbull Steel Co., DeForest Jct., Ohio.	Sheet iron.....	3 carloads..	Warren, Ohio, to Jackson, Mich.
31	R. B. Viehdorfer, agent, Girard, Ohio.	W. J. Zeller, Girard, Ohio.	Grain and feed...	8-10 carloads per month...	Chicago, Minncapolis, Indianapolis and Champaign, Ill., to Girard, Ohio.
32	William Saul, Cincinnati, Ohio.	R. E. Becker Lumber Co., Cincinnati, Ohio.	Lumber.....	2 carloads..	Mobile, Ala., to Lockland, Ohio.

**Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other Employes, Two Weeks
Ending April 30—Continued**

SERIAL No.	VETERAN	COMPANY SOLICITED	COMMODITY	QUANTITY	MOVEMENT
33	P. J. Harrigan and J. Wardly, Connellsville, Pa.	Jos. Soisson Fire Brick Co., Connellsville, Pa.	Brick.....	1 carload...	Layton Works to Layton Transfer.
34	P. J. Harrigan and J. Wardly, Connellsville, Pa.	J. C. Curry, Connellsville, Pa.	.....	1 carload...	St. Louis, Mo., to Connellsville, Pa.
35	P. J. Harrigan and J. Wardly, Connellsville, Pa.	Boyts Porter & Co., Connellsville, Pa.	Steam pumps....	1 carload...	Connellsville, Pa., to Hickman, Ky.
36	P. J. Harrigan and J. Wardly, Connellsville, Pa.	Connellsville Foundry, Machine & Steel Castings Co., Connellsville, Pa.	Rough castings...	1 carload...	Connellsville, Pa., to Bradford Jct., Pa.
37	P. J. Harrigan and J. Wardly, Connellsville, Pa.	G. Corrado, Connellsville, Pa.	Coal.....	5 carloads..	Point Marion, Pa., to Jersey City, N. J.
38	P. J. Harrigan and J. Wardly, Connellsville, Pa.	G. Corrado, Connellsville, Pa.	Coke.....	1 carload...	Dickerson, Run Pa., to Dundalk, Md.
39	P. J. Harrigan and J. Wardly, Connellsville, Pa.	G. Corrado, Connellsville, Pa.	Coal.....	3 carloads..	Cheat Haven, Pa., to Jersey City, N. J.
40	P. J. Harrigan and J. Wardly, Connellsville, Pa.	G. Corrado, Connellsville, Pa.	Coal.....	5 carloads..	Cheat Haven, Pa., to Jersey City, N. J.
41	P. J. Harrigan and J. Wardly, Connellsville, Pa.	G. Corrado, Connellsville, Pa.	Coal.....	7 carloads..	Cheat Haven, Pa., to Easton, Pa.
42	P. J. Harrigan and J. Wardly, Connellsville, Pa.	G. Corrado, Connellsville, Pa.	Coal.....	4 carloads..	Point Marion, Pa., to Jersey City, N. J.
43	P. J. Harrigan and J. Wardly, Connellsville, Pa.	Connellsville Macaroni Co., Connellsville, Pa.	Flour.....	1 carload...	St. Paul, Minn., to Connellsville, Pa.
44	F. E. Snyder, switchman, Lima, Ohio.	The Buckeye Machinery Co., Lima, Ohio.	Engine.....	1 carload...	Lima, Ohio, to Limeridge, Pa.
45	J. W. Ault, Philadelphia, Pa.	.....	Steel.....	2 carloads..	Pittsburgh, Pa., to Philadelphia, Pa.
46	F. W. Melis, Baltimore, Md.	Baltimore Steamship Co., Baltimore, Md.	Flour.....	2 carloads..	Seymour, Ind., Baltimore, Md.
47	F. W. Melis, Baltimore, Md.	Samuel Shapiro & Co., Baltimore, Md.	Flour.....	1 carload...	Bellefontaine, Ohio, to Locust Point, Md.
48	F. W. Melis, Baltimore, Md.	John L. Alcock & Co., Baltimore, Md.	Lumber.....	1 carload...	Coal Grove, Ohio, to Locust Point, Md.
49	F. W. Melis, Baltimore, Md.	Samuel Shapiro & Co., Baltimore, Md.	Lumber.....	1 carload...	Nashville, Tenn., to Baltimore, Md.
50	F. W. Melis, Baltimore, Md.	Export Transportation Co., Baltimore, Md.	Malt.....	10 carloads	Redwing, Minn., to Locust Point, Md.
51	F. W. Melis, Baltimore, Md.	Anchor Forwarding Co., Baltimore, Md.	Compound.....	1 carload...	Relee, Va., to Locust Point, Md.
	F. W. Melis, Baltimore, Md.	Anchor Forwarding Co., Baltimore, Md.	Flour.....	2 carloads..	Guelph, Ont., Locust Point, Md.
52	F. W. Melis, Baltimore, Md.	Black Diamond S. S. Corp., Baltimore, Md.	Steel.....	3 carloads..	Lackawanna, N. Y., to Baltimore, Md.
53	F. W. Melis, Baltimore, Md.	Reilly-Edmonds Co., Baltimore, Md.	Fish Oil.....	4 tank cars.	Baltimore, Md., to Cincinnati, Ohio.
54	P. J. Harrigan and J. Wardly, Connellsville, Pa.	Kendall Lumber Co., Connellsville, Pa.	Lumber.....	2 carloads..	
55	P. J. Harrigan and J. Wardly, Connellsville, Pa.	Kendall Lumber Co., Connellsville, Pa.	Lumber.....	1 carload...	
56	F. W. Melis, Baltimore, Md.	Price and Heald, Baltimore, Md.	Lumber.....	1 carload...	..... to Locust Point, Md.
57	F. W. Melis, Baltimore, Md.	Munson Steamship Line, Baltimore, Md.	Wire fence.....	1 carload...	Adrian, Mich., to Baltimore, Md.
58	V. V. Bailey, dispatcher, Pittsburgh, Pa.	F. Duane, Pittsburgh, Pa.	Household goods..	1 carload...	Gadsden, Ala., via Cincinnati to Bruce- ton, Pa.
59	J. W. Packard, rate clerk, Youngstown, Ohio.	A. F. Sharp Lumber Co., Youngstown, Ohio.	Shavings.....	1 carload...	Youngstown, Ohio, to Toledo, Ohio.
60	George J. Beckman, Cincinnati, Ohio.	The U. S. Paper Goods Co., Cincinnati, Ohio.	Envelopes.....	1 carload...	Cincinnati, Ohio, to New York, City.
61	J. L. Thoman, Warren, Ohio.	Chicago, Cleveland Car Rfg. Co., Warren, Ohio.	(Freight).....	1 carload...	Warren, Ohio, via Louis- ville, Ill., and New Orleans to Sacramento, Cal.
	J. L. Thoman, Warren, Ohio.	Chicago, Cleveland Car Rfg. Co., Warren, Ohio.	(Freight).....	1 carload...	Warren, Ohio, via Cin- cinnati and New Or- leans to Los Angeles, Cal.

**Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other Employes, Two Weeks
Ending April 30—Continued**

SERIAL No.	VETERAN	COMPANY SOLICITED	COMMODITY	QUANTITY	MOVEMENT
62	L. B. Humphries, Niles, Ohio.	Standard Boiler & Plate Iron Co., Niles, Ohio.	Tanks.....	2 carloads..	Niles, Ohio, via Potomac Yard, to Columbia, S. C.
63	J. B. Talbot, conductor Youngstown, Ohio.	Calvary Cemetery, 149 W. Wood St., Youngstown, Ohio.	Terra cotta markers.....	1 carload...	Ravenna, Ohio, to Youngstown, Ohio.
64	George J. Beckman, Cincinnati, Ohio.	Cincinnati Iron & Steel Co., Cincinnati, Ohio.	Steel.....	1 trap car...	Cincinnati to Dayton (Miami Conser- vancy District), Ohio.
65	Lafayette Sanders, 111 Ash Street, Lawrenceville, Ill.	The Pioneer Asphalt Co., Lawrenceville, Ill.	Asphalt.....	1 carload...	Lawrenceville, Ill., to Maitland, Ohio.
No card	C. R. Summers, bill clerk, Howard Street Station, Akron, Ohio.	B. F. Goodrich Co., Akron, Ohio.	Tires.....	19 trap cars	Akron, Ohio, to various points.
66	H. Allison, Cumberland, Md.	N. G. Taylor Co., Cumberland, Md.	Tinplate.....	1 carload...	Cumberland, Md., to New York City.
	H. Allison, Cumberland, Md.	N. G. Taylor Co., Cumberland, Md.	Tinplate.....	1 carload...	Locally.
67	E. M. Heston, 361 Park Street, Akron, Ohio.	Mohawk Rubber Co., Akron, Ohio.	Auto tires.....	1 carload...	Akron, Ohio, to Boston, Mass.
68	H. C. Batchelder, Cleveland, Ohio.	Stark Rolling Mill Co., Cleveland, Ohio.	Sheet iron.....	1 carload...	Cleveland, Ohio, to Memphis, Tenn.
69	F. X. Kramer, Cleveland, Ohio.	Forest City Foundry Co., Cleveland, Ohio.	Castings.....	1 carload...	Cleveland, Ohio, to Cincinnati, Ohio.
70	F. X. Kramer, Cleveland, Ohio.	Merchants Paper Co., Cleveland, Ohio.	Paper.....	1 carload...	Cleveland, Ohio, to Marion, Ind.
71	F. X. Kramer, Cleveland, Ohio.	The Weigle Co., Cleveland, Ohio.	Roof cement.....	1 carload...	Cleveland, Ohio, to Philadelphia, Pa.
72	F. X. Kramer, Cleveland, Ohio.	The Weigle Co., Cleveland, Ohio.	Roof cement.....	1 carload...	Cleveland, Ohio, to Council Bluffs, Iowa.
73	F. X. Kramer, Cleveland, Ohio.	The Mercantile Warehouse ' Co., Cleveland, Ohio.	Raisins.....	1 carload...	Cleveland, Ohio, to Buffalo, N. Y.
74	F. X. Kramer, Cleveland, Ohio.	The Cleveland Seating Co., Cleveland, Ohio.	Steel parts.....	1 carload...	Cleveland, Ohio, to Louisville, Ky.
75	F. X. Kramer, Cleveland, Ohio.	The Weigle Co., Cleveland, Ohio.	Roof cement.....	1 carload...	Cleveland, Ohio, to Jacksonville, Fla.
76	A. J. Bell, Cleveland, Ohio.	The McClure Co., Cleveland, Ohio.	Syrup.....	1 carload...	Roby, Ind., Cleveland, Ohio.
77	A. J. Bell, Cleveland, Ohio.	The McClure Co., Cleveland, Ohio.	Syrup.....	5 carloads..	Roby, Ind., Cleveland, Ohio.
78	A. J. Bell, Cleveland, Ohio.	The McClure Co., Cleveland, Ohio.	Syrup.....	2 carloads..	Roby, Ind., Cleveland, Ohio.
79	A. J. Bell, Cleveland, Ohio.	The McClure Co., Cleveland, Ohio.	Syrup.....	5 carloads..	Roby, Ind., Cleveland, Ohio.
80	A. J. Bell, Cleveland, Ohio.	The McClure Co., Cleveland, Ohio.	Milk.....	1 carload...	Waukesha, Wis., Cleveland, Ohio.
81	A. J. Bell, Cleveland, Ohio.	The McClure Co., Cleveland, Ohio.	Milk.....	1 carload...	Waukesha, Wis., Cleveland, Ohio.
82	A. J. Bell, Cleveland, Ohio.	The McClure Co., Cleveland, Ohio.	Syrup.....	2 carloads..	Roby, Ind., Cleveland, Ohio.
83	A. Robinette, agent, New Philadelphia, Ohio.	The Schaeffer-Black Co., New Philadelphia, Ohio.	Empty cases.....	1 carload...	New Philadelphia, Ohio, to Milwaukee, Wis.
84	Mrs. M. E. Kirk, Talley Clerk, Cleveland, Ohio.	The Office Supply & Printing Co., Cleveland, Ohio.	Merchandise.....	Less car- load.....	New York, N. Y., and Cincinnati, Ohio, to Cleveland, Ohio.
85	Miss Gertrude Totten, Cleveland, Ohio.	Bowler Foundry Co., Cleveland, Ohio.	Castings.....	1 carload...	Cleveland, Ohio, to Zelienople, Pa.
86	Miss Myrtle J. Lawther, Cleveland, Ohio.	Mrs. L. S. Yost, Cleveland, Ohio.	Household goods.	Less car- load.....	Cleveland, Ohio, to Fairmont, W. Va.
87	J. O. Leingang, Cleveland, Ohio.	Norcross Marble Co., Cleveland, Ohio.	Marble.....	7 carloads..	Knoxville, Tenn., to Cleveland, Ohio.
88	J. O. Leingang, Cleveland, Ohio.	Norcross Marble Co., Cleveland, Ohio.	Marble.....	2 carloads..	Long Island City, N. Y., to Cleveland, Ohio.
89	E. J. Burke, Cleveland, Ohio.	The Ohio Clay Co., Cleveland, Ohio.	Building tile.....	1 carload...	Cleveland, Ohio, to Buffalo, N. Y.
90	R. H. Troescher, Akron, Ohio.	The Goodyear Tire & Rubber Co., Akron, Ohio.	Tires.....	1 carload...	Akron, Ohio, to Philadelphia, Pa.
91	Ward C. Whiting, Canton, Ohio.	The Eller Mfg. Co., Canton, Ohio.	Iron shingles.....	1 carload...	Canton, Ohio, to Ironton, Ohio.
92	C. Hogan, Canton, Ohio.	The Timken Roller Bear- ing Co., Canton, Ohio.	Oil.....	1 carload...	Cleveland, Ohio, to Canton, Ohio.
93	Miss Mable Intermill, Dover, Ohio.	The Deis-Fertig Co., Dover, Ohio.	Beverages.....	1 carload...	Sandusky, Ohio, to Dover, Ohio.
94	L. T. Kegler, Elyria, Ohio.	Columbia Steel Co., Elyria, Ohio.	Steel.....	1 carload...	Elyria, Ohio, to Winton Place, Cin- cinnati, Ohio.
95	L. T. Kegler, Elyria, Ohio.	Elyria Iron & Steel Co., Elyria, Ohio.	Strip steel.....	1 carload...	Elyria, Ohio, to Chicago, Ill.

**Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other Employes Two Weeks
Ending April 30—Concluded**

SERIAL No.	VETERAN	COMPANY SOLICITED	COMMODITY	QUANTITY	MOVEMENT
96	L. T. Kegler, Elyria, Ohio.	The Fox Furnace Co., Elyria, Ohio.	Furnaces	1 carload...	Elyria, Ohio, to Decatur, Ill.
97	J. A. Galloway, bag. agt., Baltimore, Md.	Louis Grebb, Baltimore, Md.	Crushed oyster shells	2 carloads..	Baltimore, Md., to Custer, Ohio, and St. Louis, Mo.
98	P. T. Horan, G. F., Seymour, Ind.	..... Seymour, Ind.	Coal	2 carloads..	Fairmont, W. Va., to Seymour, Ind.
99	P. J. Harrigan and J. Wardly, Connellsville, Pa.	Jos. Soisson Fire Brick Co., Connellsville, Pa.	Clay	1 carload...	Bailey Point to Davidson Yard, Pa.
100	P. J. Harrigan and J. Wardly, Connellsville, Pa.	The Aaron Co., Connellsville, Pa.	Furniture	1 carload...	Chicago, Ill., to Connellsville, Pa.
	P. J. Harrigan and J. Wardly, Connellsville, Pa.	The Aaron Co., Connellsville, Pa.	Furniture	1 carload...	Mt. Airy, N. C., to Connellsville, Pa.
101	P. J. Harrigan and J. Wardly, Connellsville, Pa.	G. Corrodo, Connellsville, Pa.	Coal	3 carloads..	Connellsville, Pa., to S. Easton, Pa.

Business recorded above totals 196 carloads of freight, secured by 44 veterans and other employes, and representing 72 different shippers or consignees successfully solicited.

Remarks on the cards indicate that this was for the most part new and competitive business, and in many instances additional promises of future shipments were made. In one case a carload a week of new business was promised and in another 8 to 10 carloads a month.

General satisfaction with Baltimore and Ohio service was expressed.

These shipments are being traced through division officials to see that the business was secured, whether it was new, and the Baltimore and Ohio revenue derived.

This campaign is evidently having broader results than indicated by the returns of our solicitation cards, as Division Freight Agents have reported in a number of cases substantial shipments secured by Baltimore and Ohio employes and Veterans for which no cards have been made out or returned.

H. O. HARTZELL,
Manager Commercial Development

Business-Getting Campaign

(Continued from page 5)

identified with this business-getting campaign are agreed, however, that the return postal cards reported in this list do not by any means represent the amount of business secured. The campaign has literally outgrown the postal card idea and although all those having postal cards and getting business are urged to send them in, it is certain that a great many cases of business actually secured have been consummated without any report being made of them.

Our employes in general have undoubtedly seen the mutual benefit which will come to all connected with the Railroad if this campaign finally shows the big results which developments at the present time indicate. They like the idea of getting business. They want to demonstrate to their friends and acquaintances that the Baltimore and Ohio can also be properly spelled "Best and Only." They feel that during this critical time, when a friend gained for the Railroad is probably a friend who will stick by the Railroad, they can get a surplus of result in the rendering of good service and the getting of new business, the good results of which will be multiplied as general business condi-

tions gradually get back to the normal. They remember that about 60 per cent. of the gross revenue received for every carload of freight is distributed back to themselves through the payroll.

There probably never was a time before in the history of the Company when united effort in business-getting will count for as much as it does now. Our facilities are in such condition as to enable us to handle quickly and satisfactorily all business offered. That means that those becoming patrons of the Railroad now will continue to be patrons years hence. And it also means that every new patron of the Baltimore and Ohio will become a missionary for our service and bring other patrons to use it. If we believe in our Railroad—as most of us do—now is the time to prove that belief by doing everything in our power to increase its prosperity. The Railroad needs it and the employes connected with the Railroad need it. In helping the one we help the others. And if we put back of this campaign the earnestness and hard work that some of our fellow employes have been and are showing, it is our confident belief that it will not be long before pros-

perity will again be in the saddle, to the resulting benefit of us all.

Read the illustrations following this article, illustrations that show several of the many angles at which this business-getting campaign can be approached. Each one is an inspiration to the employe who realizes that his own welfare is prospered only as the prosperity of the Railroad increases.

Veteran G. F. Wright, Newark, Ohio, Chapter, Puts His Name on Honor Roll

PRESIDENT D. H. Moriarity of the Newark, Ohio, Chapter of Veterans, reports that on March 19 a return post card was sent to E. N. Kendall, division freight agent, by Veteran G. F. Wright, indicating that on his solicitation the Wehrle Company of Newark had shipped a carload of stoves to Spear & Company of Pittsburgh.

This fine bit of business-getting suggests this interesting thought: Spear & Company are one of the best known mail order houses in the East and do a large mail order business out of Pittsburgh. Assuming that this carload of stoves was handled to their satisfaction by the

(Continued on page 20)

An Anonymous Letter Which is Published and Answered for the Information of All Employes

Here is the Letter

The following letter was received on March 30 by the editor of the BALTIMORE AND OHIO MAGAZINE:

MARTINSBURG, W. VA., March 29, 1921.

BALTIMORE AND OHIO MAGAZINE:

In reply to your February MAGAZINE on page 5, I wish to say that the people of this city beg to differ with your article.

The Blair Stone quarries, two miles east of here, say that they have orders enough to run one year if they could get the cars to load. But claim the Baltimore and Ohio cannot supply them with cars. Why? The said quarries furnish stone to some of the largest mills around Pittsburgh and they are waiting for the stone, but the Baltimore and Ohio Railroad cannot furnish the cars. Why?

Cumby yards are four miles west of this city. There are loaded cars there which have been switched around over three weeks just to kill time. Why?

It took Mr. J. M. Miller seven days to get some potatoes from Hancock to here, a distance of about 23 miles. Why? Most all the shops have closed down and claim there is nothing to do. Why?

Our stores claim they cannot get their supplies over the road. Why?

The Baltimore and Ohio are having their repairs done elsewhere. Why?

I should be pleased to have some of these questions answered through your MAGAZINE.

Sincerely,

(Signed) AN EMPLOYE FURLOUGHED.

There are few anonymous letters received in the MAGAZINE office, most employes apparently understanding that any letter signed by an individual employe and sent to the MAGAZINE will be treated in strict confidence, if that is requested, and that any question affecting the Company and its relationship with the public and with its employes, will, if asked in sincerity, be received in the same spirit and given courteous attention.

There was something about the above letter, however, which made it clear that although signed anonymously, there was back of it a real perplexity on the part of the writer and a sincere desire to have the questions which he had asked and which were undoubtedly worrying him, answered as quickly as possible. Hence, the editor of the MAGAZINE sent copies of the letter to the departments whose activities on the Railroad were the subject matter of the questions asked, with request that these questions be investigated and answered.

It should be explained here that the article referred to in the first paragraph of the employe's letter was placed in the MAGAZINE to let every employe know of

the necessity for curtailment and economy wherever possible and in every department of the Railroad. It showed, for instance, that in October, 1920, the Baltimore and Ohio loaded and received from connections 302,528 cars, and that in January, 1921, this figure had fallen to 194,651 cars, a decrease of over one-third in business handled during the short period of three months. It mentioned many ways in which the Company was attempting to save money and it urged every employe to help. In the caption of the article it said specifically:

"To the employe who for any reason doubts the necessity for the most rigid economy during this period of decreasing business, the facts here presented will be convincing."

Evidently the facts presented were *not* convincing to the employe who wrote this letter, although we believe that if he had given the article thoughtful consideration, he would have understood the real necessity for curtailment and economy in every direction. The facts presented in the article questioned are a matter of open record on the books of the Interstate Commerce Commission in Washington. The original copies of the following letters, which answer point by point the questions raised by the inquiring employe, may be seen in the MAGAZINE office at Mount Royal Station, Baltimore, at any time.

Here are the Answers

Answering question in regard to cars supplied the Blair Limestone Company of Martinsburg, W. Va.

BLAIR LIMESTONE COMPANY

WARD McLANAHAN
GENERAL SUPERINTENDENT

MARTINSBURG, W. VA., March 31, 1921.

MR. J. D. CLARKE, Superintendent of Transportation, (Central Building), Baltimore and Ohio R. R. Co., Baltimore, Md.

Dear Sir—We understand you have had up with Mr. Jud Kline, yardmaster at Martinsburg, the matter of car supply at Martinsburg, about which we complained on March 29 in a letter to Mr. J. L. Hayes, division freight agent.

For your information would say that the writer was advised about 7.30 a. m. on March 29 by our hydrate line foreman that there were no more cars for loading at the hydrator, whereas he had orders for several cars to be loaded during the day. I immediately called the local yard office, and was advised by Mr. Kline that

there had been no box cars brought up from Brunswick the night before, even though we had placed an order for six box and eight hoppers. He further said that they had been getting very few box cars from Brunswick lately. He advised, however, that he thought he could fix us up by securing empties in the local yards, according to statement in our letter to Mr. Hayes. This was promptly attended to by Mr. Kline, and cars were received at Blairton about 11 o'clock. These cars, of course, took care of our requirements for the day, but had special shift not been made, we would have had to load lime in our storage all day. As it was, this was only necessary for about three hours.

It was not so much that we complained regarding the shortage on Tuesday as the fact that we understood that the main bulk of box cars were being moved west for grain, and this led us to believe that if cars were going west, we would have difficulty in securing empties for our prospective lime orders. Our complaint, therefore, in our letter of the 29th to Mr. Hayes covers the shortage of Tuesday, March 29.

As to car supply since we resumed operation February 21, would say that there has not been a day when we have not had empty cars in our yard when we stopped work at 5.00 p. m. There were several occasions, however, when the proper class of equipment was not placed at the proper loading points, and we were held up in loading material until the shifter came into the yards on the next trip.

There were also several occasions when cars were not at the proper loading points when work started in the morning, just like the case of March 29, yet on taking the matter up with the yard office, they very promptly gave us relief when it was possible to do so. We did not complain regarding this matter owing to the fact that our orders were not very urgent, and we were able to either store lime in our stock room, or in extra trucks until the cars were at the proper location.

Therefore, on the whole, the car service since we resumed operation has been very satisfactory except on the occasions as mentioned above.

One thing, however, we do wish to add is that Mr. Judd Kline, yardmaster at Martinsburg, certainly seems to have tried in every way to take care of our requirements when it was within his power to do so, but it seems the trouble, as a rule, has been elsewhere, just as it was on the 29th, when cars were ordered from Brunswick by the local yard office and were not set off for placing owing to the order for movement of cars west for grain loading.

Trusting this is the desired information in this matter, we are,

Yours very truly,

(Signed) WARD McLANAHAN,

WMCL/CMW

General Superintendent.

Editorial Note:

It will be noted that any anxiety Mr. McLanahan may have had concerning car supply given by the Baltimore and Ohio was occasioned by the impression that we were sending all box cars west for grain, as stated in third paragraph of his letter. Having in mind the situation last fall, when there was such a severe shortage of cars, it is quite natural that he would be concerned. However, Mr. McLanahan was advised during the first part of April that we were not sending any box cars west for grain.

Answering questions concerning

a—Switching of cars in Cumbo Yard.

b—Reported shipment of potatoes to J. M. Miller.*

*(There is no J. M. Miller in Martinsburg, the person in question probably being M. J. Miller, grocer.)

BALTIMORE, MD., April 14, 1921.

To the Editor of

BALTIMORE AND OHIO MAGAZINE:

Referring to 'phone conversation with my chief clerk, and your memorandum of April 1, enclosing copy of anonymous letter signed by "An Employee Furloughed," for your information, treating on the subjects referred to, would advise as follows:

1. Cumbo Yard: Check fails to develop where cars laid around for three weeks, as claimed. On the contrary, the yard situation at that point will not permit of such an occurrence.

2. Shipment of potatoes to Mr. Miller at Martinsburg: Mr. Miller claims he received no such shipment. He did, however, order some potatoes at one time, but the party would not ship them.

3. Car supply, Blair Limestone Quarry: General Superintendent McLanahan of that firm states that he experienced no car shortage. The only complaint he made was on March 29, when empties were received late; further advises that since they resumed operations on February 21, there has not been a day when they did not have empty cars in the yard when they stopped work at 5.00 p. m.

Yours truly,

(Signed) E. W. SCHEER,
General Superintendent.

Answering question in regard to Martinsburg stores being unable to get their supplies over the road.

MARTINSBURG CHAMBER OF COMMERCE
APPLE, STONE AND TEXTILE CENTRE

MARTINSBURG, W. VA., April 8, 1921.

MR. J. L. HAYES, Division Freight Agent,
The Baltimore and Ohio R. R. Co.,
Cumberland, Md.

Dear Sir—A report that the merchants of Martinsburg were getting poor freight service on your railroad was called to my attention by the Chairman of our Transportation Committee about a week ago. During the past week I have visited a large percentage of our merchants and I have failed to find any one of them dissatisfied with the service being given by the Baltimore and Ohio. I again called the matter of freight service to their attention at a meeting held yesterday and everyone present appeared well satisfied with the service of the past several months.

Cordially yours,

(Signed) WM. H. PFAU,
Secretary.

(Continued on page 32)

Timber Preservation Making Big Savings in Cost of Tie Renewals

By F. J. Angier
Superintendent Timber Preservation

(Additional pictures and charts illustrating this article will be found on pages 36 and 37)

EXCEPTING fuel, the largest single item of material expense on a railroad is cross ties. How many of us give it more than a passing thought? Do you Baltimore and Ohio men know that during the past 20 years the average number of cross ties used annually on our Railroad was approximately 2,000,000; that the average life of those ties was about 10 years? Do you know that today the Baltimore and Ohio has approximately 27,000,000 ties in track and that about 10 per cent. of these, or 2,700,000, fail each year?

Do you know that the cost of ties, like everything else, has increased

and that the best white oak ties cost \$1.75 each and red oak ties \$1.65? A very few years ago these ties could be purchased for one-third of this amount. Do you know that the purchasing price represents only a fraction of the cost in track and that a tie costing \$1.65, when there is added the cost of inspection, freight, treatment, installation, fastenings, supervision, etc., represents an expenditure of about \$3.50? Not all the ties put in track cost this much, however. The ties are graded, the prices of each grade, effective March 1, 1921, being as shown in Table A on this page.

Selection of Ties for Various Conditions

The better grades of ties are used under heavy traffic and important tracks, and the cheaper under light traffic and less important tracks. It is the duty of those who are continually studying such conditions to determine the relative economy of each grade and where each should be used. Tie renewal schedules have been carefully prepared for each division on the System. These schedules show the most economical ties to use under different conditions of traffic, giving first, second, and third choice. Table B, schedule for the Cumberland Division, accompanying this article, will illustrate this.

This schedule was prepared for three reasons:

1. To define the most economical tie for every condition of track and traffic.

2. To assist in the most economical distribution of ties and to locate the producing districts where purchase may be extended with advantage.

3. To locate and define those track districts where, on account of the combination of curves, grades and traffic, treated ties ought not to be used.

The most economical tie for each condition of track and traffic was determined from two factors:

1. The cost in track complete.
2. Assumed life in years.

The assumptions as to how long different classes and grades of ties will last under varying traffic are the result of an extended investigation in which the experience and opinion of 58 engineers and trackmen were made use of. They are men of prominence in matters concerning track and ties, most of them being Baltimore and Ohio officials.

The cost per year is the unit of comparison used; this is the total cost in track, divided by the assumed life in years plus the interest at 6 per cent. on the total cost in track.

EXAMPLE

Class Ta, Grade 5, treated tie costs in track—\$2.72, including tie plates. If it lasts 14 years its annual cost is:

Table A

GRADE	GROUP Ua	GROUP Ud	GROUP Ta	GROUP Tb	GROUP Tc	GROUP Td
1	\$.80	\$.60	\$.70	.....	\$ .50	\$.50
2	1.10	.85	.95	.....	.75	.75
3	1.40	1.10	1.25	.....	.95	.95
4	1.60	1.25	1.45	\$1.00	1.10	1.10
5	1.80	1.40	1.65	1.15	1.25	1.25

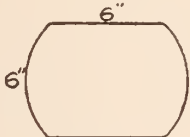
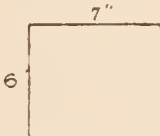
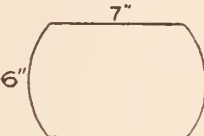
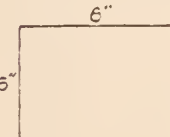
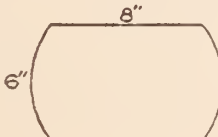

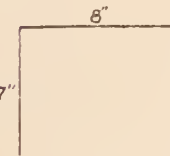
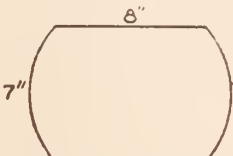
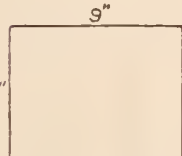
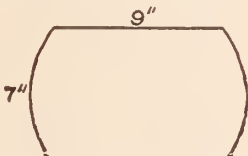
Table B

SCHEDULE OF CLASS AND GRADE OF CROSS TIES TO BE USED IN RENEWALS,
CUMBERLAND DIVISION

	CLASS AND GRADE		
	FIRST CHOICE	SECOND CHOICE	THIRD CHOICE
MAIN TRACKS			
Weverton to Piedmont, Altamont to Terra Alta, Newburg to Grafton, Patterson Creek Cut-off, Magnolia Cut-off.....	Hard treated 4-5 (tie plated).....	White oak 4-5 (tie plated).....	Heart pine 4-5 (tie plated).
Piedmont to Altamont, and Terra Alta to Newburg.....	White oak 4-5 (tie plated).....	.....	.....
BRANCH LINES			
Berkeley Springs Branch, South Branch, Baker Branch, Raccoon Valley Branch, Hardman Branch...	White oak 1-2, chestnut 1-2.....	White oak 3.....	Chestnut 3-4-5.
SIDE TRACKS			
Lead and Passing tracks; yard and industrial tracks....	Hard treated 1-2; soft treated 1-2 (tie plated).....	White oak 1-2.....	Chestnut 3-4-5.
Repair, temporary and storage tracks.....	Treated or non-treatment serviceable culls.		

NOTE—All ties 8½' long, unless otherwise designated.

Sizes of Various Grades of Ties

GRADE	SAWED OR HEWED TOP, BOTTOM AND SIDES	SAWED OR HEWED TOP AND BOTTOM
1	NONE	
2		
3		 OR 
4		
5		

$$\frac{\$2.72}{14} = \$0.194$$

$$\frac{\$2.72 \times 6\%}{14} = \frac{0.163}{14}$$

Annual cost \$0.357

From the data accumulated as to:

1. Annual tie consumption and tie supply, present and anticipated;
2. The relative quality of the same class of ties grown in different districts;

3. The most economical tie, First, Second and Third choice;

4. Minimum haul;
the tie distribution is to be carried on. The districts where grades, curves and traffic conditions combine to make derailments likely, or to cause frequent rail changes from regauging, respiking, etc., have been determined upon by:

1. Inspection on the ground.
2. According to weight of locomotives used.
3. By examination of profiles.
4. By questioning track and operating officials.

Attention has been given to the difference in size of ties both 8' and 8½', as this is of importance.

Ties Bulk Big in Railroad's Expenses

The President's Annual Report shows that the average purchasing price of ties for the year 1919 was \$1.26. To this we may add a like amount for inspection, freight, treat-

ment, fastenings, installation, supervision, etc., making the actual number of ties used in 1919, 2,461,941 at \$2.52 each, representing an expenditure of \$6,204,000.

What is true of the Baltimore and Ohio applies to all other railroads, and you may, perhaps, be surprised to know that all the railroads in the United States use approximately 125,000,000 cross ties annually. Do you know that the timber in this country is fast disappearing, and that we are now using it four times faster than it grows?

Small Percentage of Treated Timber

Mr. A. R. Joyce, president of the American Wood Preservers' Association in 1920, in an address before the First American Congress, said:

"The railroads are using over 90 per cent. of the treated timber today, and yet the figures on cross ties, which represent the largest item of treated forest products, show that for the 5-year

period, 1913-1917, inclusive, an average of 28.5 per cent. of the ties used are being treated.

"Over 2,000,000,000 board feet of lumber is used every year in the construction and maintenance of freight equipment, and practically none of it is being treated."

You will now ask what is being done to conserve our timber. Space will not permit further general facts that could be presented, so we propose to tell you briefly what the Baltimore and Ohio is doing.

Baltimore and Ohio a Leader in Preservation

In a former article, you were made acquainted with the Green Spring timber treating plant. This plant is treating 1,000,000 ties a year. It was built 7 years ago and since that time has treated approximately 24,000,000 cubic feet of timber, consisting of 6,000,000 cross ties, 663,000 cubic feet of switch ties, 2,000,000 square feet of timber, 118,000 cubic feet of piling and 12,000,000 tie plugs.

These figures may be more easily comprehended by presenting a few pen pictures.

If this timber was all in the form of cross ties, laid side by side and touching each other, they would make a solid sidewalk 7 inches thick, 8½ feet wide and 1000 miles long, or from New York to Chicago.

If they were laid end to end, they would reach from New York to San Francisco and back to New York;



F. J. Angier
Superintendent Timber Preservation and First Vice-President of
American Wood Preservers' Association

then again across the United States and some distance out in the Pacific Ocean.

It required more than 50,000 cars to deliver this material to the plant and distribute it over the System. If these cars could be made up in one big train, it would be 400 miles long and require about 500 of our heaviest locomotives to haul it.

If we say that there is a slack of two inches between every car of our big train, the engines would have to move over a mile and a half before the caboose would start.

If the head engine whistled in the flagman, it would take one-half hour for the sound to reach him (assuming it could be heard that distance), and then the flagman could not signal the engineer (because of the curvature of the earth) unless he was in a tower as high as the Baltimore and Ohio General Office Building in Baltimore.

As stated above, we commenced treating at our own plant about 7 years ago. Prior to that time, we purchased a few treated ties from commercial plants, and our records show that the first treated ties put in track on the Baltimore and Ohio System was in 1909. During that year, only 17,534 treated ties were used. In the year 1920, 1,450,961 treated ties and 1,250,820 untreated ties were used, the percentage of treated to untreated being 54 per cent. for that year. At the beginning of this year, the Baltimore and Ohio had approximately 10,000,000 treated ties in tracks, and, if we assume that in all tracks there are 27,000,000 ties, this shows a percentage of nearly 38 per cent. treated ties in track.

Treating Ties Makes Big Savings in Renewals

You will now ask what it cost to treat these ties and what the saving is. For the 7-year period, the average cost was about 30 cents per tie. The cost in the last two years has very much increased, as has the cost of everything else. If we take the average cost of 30 cents and say that the treatment only doubles the life (with most species it will triple or quadruple the life), we then get a new tie for every tie treated. This is due to the fact that the cost of treatment offsets the cost of installation. If all of our ties were treated and the treatment simply doubled their life, then our renewals would be reduced 50 per cent. and we would save approximately 1,500,000 ties a year. Saying that each tie put in track costs \$2.50, the saving on 1,500,000 ties would be \$3,750,000.

Why We Use the "Card Process"

The Baltimore and Ohio has adopted as their standard treatment a mixture of chloride of zinc and water-gas-tar, or what is known among wood-preservers as the card process. Some of us who have made a close study of wood preservation for many years believe this process to be the most economical for our climatic conditions. Coal tar creosote is conceded by all to be the best preservative known today, but this preservative is too expensive with our present track fastenings and the short mechanical life resulting therefrom. In other words, it is not economical to treat a cross tie to resist decay during a period of 20 years or more, when we expect it to fail from rail cutting, spike cutting, etc., in 15 years. To preserve it from decay for only so long as it will last mechanically, seems the logical thing to do.

The Proof of Tie-Treating Economy

You may now ask where we get our knowledge as to the life of the various kinds of cross ties, treated and untreated, and from a decaying and a mechanical standpoint. The answer is, from the observation of maintenance of way men and from experimental test tracks that have been carefully made and watched for a number of years. The Baltimore and Ohio have several such test tracks scattered over the System, some of which are 6 to 10 years old. Other railroads have longer records.

The Forest Products Laboratory made over 2000 tests on about 70 species of timber to determine their resistance to crushing when the force is applied at right angles to the grain, as in the case of cross ties.

The following results are based on wood in green condition:

Crushing Strength of Cross Ties in Per Cent. of White Oak

KIND OF TIE	Fiber Stress at Elastic Limit Perpendicular to Grain. Pounds per square inch	Fiber Stress in Per Cent. of White Oak, or 853 pounds per square inch
Osage orange.....	2260	265.0
Honey locust.....	1684	197.5
Black locust.....	1426	167.2
Post oak.....	1148	134.6
Pignut hickory.....	1142	133.9
Shagbark hickory.....	1070	125.5
Big shellbark hickory.....	997	116.9
Yellow oak.....	857	100.5
White oak.....	853	100.0
Bur oak.....	836	98.0
White ash.....	828	97.1
Red oak.....	778	91.2
Sugar maple.....	742	87.0
Rock elm.....	696	81.6
Beech.....	607	71.2
Slippery elm.....	599	70.2
Redwood.....	578	67.8
Bald cypress.....	548	64.3
Red maple.....	531	62.3
Hackberry.....	525	61.6
Longleaf pine.....	491	57.6
Tamarack.....	480	56.3
Silver maple.....	456	53.5
Yellow birch.....	454	53.2
Tupelo.....	451	52.9
Black cherry.....	444	52.1
Sycamore.....	433	50.8
Douglas fir.....	427	50.1
Shortleaf pine.....	400	46.9
Sugar pine.....	353	41.4
White elm.....	351	41.2
Western yellow pine..	348	40.8
Lodgepole pine.....	348	40.8
Red spruce.....	345	40.5
White pine.....	314	36.8
Arborvitae.....	288	33.8
White spruce.....	262	30.7
Butternut.....	258	30.3
Basswood.....	209	24.5
Black willow.....	193	22.6

Many other kinds of wood are used for ties, but from the species above given nearly 100 per cent. of all the ties used by the railroads of the United States are cut.

The estimated life of treated and untreated ties in the United States, as published by the U. S. Department of Agriculture, Bulletin No. 1118, of November 9, 1918, is as follows:

Table C

C. B. & O. TEST TRACKS

ANNUAL REPORT	YEAR	PER CENT. REMOVED ACCOUNT OF DECAY				PER CENT. REMOVED ACCOUNT OF OTHER CAUSES				TOTAL REMOVED			
		Str. Creo.	Card	Burnett	Unt'd	Str. Creo.	Card	Burnett	Unt'd	Str. Creo.	Card	Burnett	Unt'd
2d	1911				5.5								5.5
3d	1912				19.5								20.0
4th	1913				40.0	.1	.1	.1	.5	.1	.1	.1	40.5
5th	1914		.2	.7	59.2	.2	.3	.5	1.1	.2	.5	1.2	60.3
6th	1915		.3	1.2	71.4	.2	.9	1.3	2.0	.2	2.1	2.5	73.4
7th	1916	.1	.5	1.8	76.8	.3	1.2	2.2	3.2	.4	3.0	4.0	80.0
8th	1917	.3	.7	2.7	80.2	1.6	3.9	3.8	3.4	1.9	4.5	6.5	83.6
9th	1918	.7	1.6	6.5	85.7	2.3	5.4	5.3	4.3	3.0	7.0	11.8	90.0
10th	1919	.9	2.3	7.6	86.7	2.9	7.4	8.5	5.3	3.8	9.7	16.1	92.0
11th	1920	1.2	3.3	9.4	87.5	3.5	9.1	10.8	6.1	4.7	12.4	21.2	93.6

Percentage figures are accumulative.

Estimated Life (All Ties Properly Tie-Plated)

SPECIES	Un-treated	Treated with 10 Pounds Creosote per cubic foot	Treated with 15 Pounds Zinc Chloride per cubic foot
		Creosote	Zinc Chloride
Black locust.....	20	..	..
Redwood.....	12	..	..
Cedar.....	11	..	..
Cypress.....	10	..	..
White oaks.....	8	..	..
Longleaf pine.....	7	20	..
Chestnut.....	7	14	11
Douglas fir.....	6	15	11
Spruce.....	6	14	11
Western pine.....	5	17	12
White pine.....	5	14	10
Lodgepole pine.....	5	16	11
Tamarack.....	5	15	11
Hemlock.....	5	15	11
Red oaks.....	4	20	12
Beech.....	4	20	12
Maple.....	4	18	12
Gum.....	3	16	11
Loblolly pine.....	3	15	10

The card process may be expected to give a life about midway between the creosote and the zinc chloride processes.

The cost of treating with the card process is slightly more than with zinc chloride but very much less than with straight creosote.

The Burlington Tests

The C. B. & Q. Railroad installed experimental test tracks on each division in 1908. In each test track 1000 ties were laid out-of-face. Twenty different kinds of wood were used, treated with three processes, viz.: straight creosoting, Burnettizing or zinc chloride, and card. Also,

untreated ties of each kind were included in the test. These ties were carefully treated and an accurate record maintained.

An inspection of these test tracks made the latter part of 1920, after 11 years, gave the results shown in Tables C and D.

The graphic chart reproduced in another part of this article was taken from Mr. J. H. Waterman's Eleventh Annual Report and the table showing the average years' life at the eleventh year period was compiled from his report. These ties were treated and placed in track in 1909 under my supervision. Mr. Waterman succeeded me as superintendent timber preservation and has very ably and faithfully inspected these ties each year. Every man, from the general superintendent down to the section man, has received very emphatic instructions from the Management regarding these experimental ties and not a single tie is permitted to be removed from the right of way until it is thoroughly inspected by Mr. Waterman or his representatives. The thorough manner in which the ties were treated and installed in these test tracks and the very careful way in which they have been looked after by Mr. Waterman during their 11 years' existence, are proof that the results are probably as accurate as can be made. With this knowledge the results obtained from these test tracks are considered by wood preservers as among the best records

we have today of treated and untreated ties in track.

The table of average years life at the eleventh year period shows very little difference in the treated ties. During the next 4 or 5 years, no doubt, a much greater difference between the processes will be apparent. The percentage of ties still remaining in track shows that with straight creosote 95.3 per cent. are still doing service; with the card process 87.6 per cent., and with the Burnettizing process 79.8 per cent. The story is altogether different with the untreated ties, which shows that the average life is but 5.81 years and only 6.4 per cent. are left in the track. If we exclude chestnut and white oak, which are not usually treated, the average life of all the other untreated ties is 5.24 years. In another year, we can reasonably expect that all the untreated ties will have been removed, while 75 per cent. or more of the treated ties will still be in service. This will show at a glance the wonderful results we can expect by treating our ties.

If we wish to assume that 11 years ago we treated all the ties placed in track that year (say 2,700,000) with straight creosote, our renewals during that time would have been 126,900 ties. Assuming they were all treated with the card process, the renewals would have been 334,800 ties, and if treated with the Burnettizing process, the renewals would have been 545,400 ties. As we are using the card process on the Baltimore and Ohio, we would have used 210,600 ties less each year than we would have if treated with the straight zinc chloride or Burnettizing process.

The approximate cost of ties in track treated and untreated, which includes first cost of tie, plus treatment, freight, installing, tie plates, supervision, etc., is as follows:

Straight creosote.....	\$3.19
Card process.....	2.66
Burnettizing process.....	2.54
Untreated.....	2.18

Assuming that 11 years ago we placed 1000 of each process in track, and as the ties decayed they were replaced in kind at same cost per tie, we could expect the following results:

Straight Creosote

1000 ties at \$3.19 =	\$3190.00
Failed by decay 1.2 per cent. or 12 ties at \$3.19.....	\$38.28
Renewals 1.2 per cent. or 12 ties at \$3.19.....	38.28
Original cost.....	3190.00
Total.....	\$3266.56
Average annual cost per tie....	\$0.2970

Table D
C. B. & Q. R. R. EXPERIMENTAL TIES

KINDS OF WOOD	AVERAGE YEARS OF LIFE AT 11 YEAR PERIOD								PERCENTAGE REMAINING IN TRACK			
	ACCOUNT OF DECAY				ACCOUNT OF OTHER CAUSES							
	Str. Creos.	Card	Burnett	Unt'd	Str. Creos.	Card	Burnett	Unt'd	Str. Creos.	Card	Burnett	Unt'd
Ash.....	10.95	10.96	10.87	5.43	10.91	10.78	11.00	10.96	88.5	90.7	93.5	.9
Birch.....	10.97	10.97	10.67	4.03	11.00	10.77	10.77	11.00	97.0	84.6	73.3	..
Cypress.....	11.00	10.39	11.00	7.26	11.00	10.82	10.93	10.91	100.0	90.6	92.7	20.0
Cottonwood.....	11.00	11.00	..	3.25	10.89	10.74	..	10.67	94.7	88.9	..	..
Elm.....	10.94	10.95	10.96	5.91	10.86	10.91	10.85	10.59	93.9	94.0	90.2	1.5
Soft maple.....	10.99	10.97	10.76	3.91	10.80	10.57	10.69	11.00	87.5	83.6	70.9	1.6
Red gum.....	10.97	10.92	10.09	4.14	10.77	10.83	10.59	10.90	86.8	88.5	49.6	..
Hemlock.....	10.97	10.92	10.88	5.18	10.94	10.77	10.88	10.96	92.8	86.0	86.5	..
Beech.....	11.00	10.97	10.89	5.29	10.98	10.87	10.65	10.87	98.8	88.6	78.7	1.4
Hickory.....	10.88	10.91	11.00	5.96	10.88	10.55	11.00	10.77	92.0	72.4	100.0	3.7
Poplar.....	11.00	10.91	10.82	5.58	10.89	10.54	10.78	10.83	93.8	74.4	75.0	2.4
Hard maple.....	11.00	10.98	11.00	4.87	10.98	10.88	10.94	10.82	98.2	93.2	97.0	.9
Pin oak.....	11.00	10.99	10.91	6.75	10.99	10.93	10.93	10.92	99.7	95.4	93.6	3.2
Red oak.....	11.00	10.99	10.93	5.57	10.98	10.89	10.76	10.82	97.3	93.2	93.9	1.0
Sycamore.....	10.90	10.76	10.63	4.15	10.99	10.79	10.79	10.64	94.5	81.0	70.0	.8
Loblolly pine ..	10.98	10.75	10.37	5.68	10.87	10.76	10.66	10.84	92.2	80.2	56.5	2.8
Chestnut.....	..	..	..	10.25	..	..	8.68	..	9.19	..	37.6	..
Tamarack.....	11.00	10.98	10.99	5.39	10.89	10.90	10.86	11.56	95.3	93.2	91.1	.5
Tupelo gum ..	11.00	10.98	10.83	3.30	10.90	10.89	10.78	..	94.0	96.0	77.5	..
White oak.....	11.00	10.96	11.00	9.54	11.00	10.85	10.95	10.94	100.0	89.4	92.0	45.6
Average life....	10.98	10.94	10.80	5.81	10.92	10.78	10.77	10.73	..	..	..	..
Average percentage remaining in track.....	..	..	..	..	..	..	..	..	95.3	87.6	79.8	6.4

Card Process

1000 ties at \$2.66 =	\$2660.00
Failed by decay 3.3 per cent. or 33 ties at \$2.66.....	\$87.78
Renewals 3.3 per cent. or 33 ties at \$2.66.....	87.78
Original cost.....	2660.00
Total.....	\$2835.56
Average annual cost per tie....	\$0.2577

Burnettizing Process

1000 ties at \$2.54 =	\$2540.00
Failed by decay 9.4 per cent. or 94 ties at \$2.54.....	\$238.76
Renewals 9.4 per cent. or 94 ties at \$2.54.....	238.76
Original cost.....	2540.00
Total.....	\$3017.52
Average annual cost per tie....	\$0.2743

Untreated

1000 ties at \$2.18 =	\$2180.00
Failed by decay 87.5 per cent. or 875 ties at \$2.18.....	\$1907.50
Renewals 87.5 per cent. or 875 ties at \$2.18.....	1907.50
Original cost.....	2180.00
Total.....	\$5995.00
Average annual cost per tie....	\$0.5450

On basis of annual requirements of 2,700,000 ties, the cost would be as follows:

Straight Creosote

2,700,000 x \$0.2970.....	\$801,900.00
---------------------------	--------------

Card Process

2,700,000 x 0.2577.....	\$695,790.00
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Burnettizing Process

2,700,000 x 0.2743.....	\$740,610.00
-------------------------	--------------

Untreated

2,700,000 x 0.5450.....	\$1,471,500.00
-------------------------	----------------

Saving of

Card process over—	
Straight creosote.....	\$106,110.00
Burnettizing.....	44,820.00
Untreated.....	775,710.00

The Future Tie Supply

Where are we to look for our future supply of ties?

The United States Forest Service informs us that the original forests of the United States are estimated to have covered 822 million acres. Over two-thirds of this area has been culled, cut over, or burned. There are left today about 137 million acres of virgin timber, 112 million acres of culled and second-growth timber large enough for sawing, 133 million acres partially stocked with smaller growth and 81 million acres of devastated and practically waste land. Three-fifths of the timber originally in the United States is gone. We are taking about 26 billion cubic feet of material out of our forests every year and growing about 6 billion feet in them.

The American Forestry Association says:

"The bulk of the original supplies of yellow pine in the South will be gone in 10 years, and within 7 years 3000 manufacturing plants will go out of existence.

"Fire destroys over \$20,000,000 worth of timber every year and kills the reproduction upon thousands of acres of forest lands.

"Within 50 years our present timber shortage will have become a blighting timber famine."

Dr. Herman von Schrenk, in an article appearing in the *Railway Maintenance Engineer* for October, 1920, says:

"The conclusions to be reached by a careful study of the Forest Service

figures indicate that the American railroads need not worry for some years to come. There will doubtless be changes in the source of supply, changes in the kinds of woods used, changes in the methods to make certain types of wood better fitted for cross tie purposes and probably changes in first cost.

"The second source of supply will be from countries in Central America and South America. From time to time during the last 30 years there have been sporadic tie shipments of one kind and another from tropical countries, but this field of supply has practically not been touched. At the present time numerous offerings are being made of various kinds of tropical woods. Mexico has a forest area of approximately 20 million acres. The mountain and highland forests are composed largely of pines. The tropical forest extends along the edges of the Central Plateau and contains a large number of tropical hardwoods, there being some 85 different species of oak.

"Guatemala, Nicaragua and the Central American republics have large supplies, most of which, however, are located on the western side. On the Gulf of Mexico side there are considerable pine forests.

"The chief tropical resources, however, are in South America. It is almost impossible to state the actual extent of these resources. The Andes Mountains are forested for practically their entire length and very little of the timber in the mountains has been cut. Brazil has probably



Standard method of piling ties



Employees of our Timber Preservation Plant at Green Spring, W. Va. In the front row on Mr. Angier's right is E. E. Alexander, Supervisor of Plants

the largest area. The woods are all extremely hard with no resemblance whatever to the woods found in the United States. Venezuela and Columbia, although with fewer forests, can also be counted upon for a very large future supply.

"While vast quantities of timber are undoubtedly available in the tropics, attention should be called to the fact that immediate unlimited uses of these resources can hardly be looked for. Tropical timbers grow in dense jungles, and their fitness for use as ties in the United States is as yet almost wholly unknown. Most species have very hard woods which in their native lands may have given excellent service as railroad ties, bridge timber, etc. When brought to the northern temperate regions, however, many of these very excellent woods fail utterly when used in the form of track ties. These hard woods split and check when exposed to the wide extremes of temperature running from zero to 125 degrees F. or more. In other words, they are unable to withstand the expansion and contraction to which they are naturally subject in most of the regions of the United States.

"As there is no means of foretelling what any tropical wood is going to do, it is obvious that the purchase of any particular number of any species must be attended with considerable risk. During the last 30 years a large number of species have been imported, but owing to unfavorable records both as to their names, origin and years of service, correct data as

to their fitness for tie purposes are in most cases wanting. Sufficient is known, however, to indicate that the purchase of tropical woods in the form of ties, irrespective of what country they come from, should be consummated only after the most careful investigation as to their names and after years of trial in small quantities of definitely identified species in actual track service in the United States."

Substitute Tie

While a large number of ties have been invented to replace the wooden tie, none of them have proven entirely successful. About 25 railroads are now experimenting with substitute ties and in time something will doubtless be found, but we may expect the treated wooden tie to be in the lead for many years to come. In fact we may say that timber preservation is in its infancy, and we must look more and more to it for the conservation of our timber.

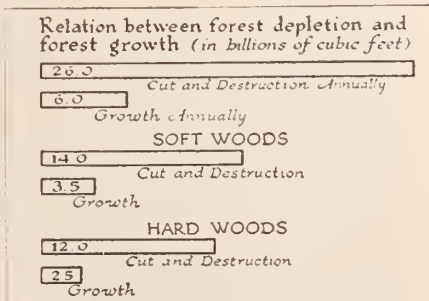


Diagram reproduced from Forest Service report of June 1st, 1920, on "Timber Depletion, Lumber Prices, Lumber Exports," etc.

The Fable of the Four Men

"I got off a street car this morning," said a doctor to me, "and being in no hurry, I began moralizing on the actions and probable character of three men who had alighted just ahead of me. The first one was even then halfway down the block and was going on with such rapid strides that he had already put a couple of hundred yards between himself and the next man. 'There,' thought I, 'goes a hustler—a man who's bound to succeed in life.' The second man was walking slowly, and impressed me as one who would do fairly well in the world. But the last fellow was just dawdling along in the most shiftless sort of way. I very quickly set him down as a loafer. Just then another idea came to me: *All three were ahead of me!*"—New York Times.

Sayings of "Dinty Moore," Car Distributor, Cincinnati Terminals

You can't make a man mad by kidding him, but you can by just laughing at him.

Some girls are so modest that they blush when they see a pile of undressed lumber.

When a girl is going with a fellow she thinks that she has the only fish that is in the sea, but after she gets him, she discovers that she only caught a crab.

For the Hill-Billy's Girl

By Frank Kavanaugh

THE track described a sharp curve. Such a curve on level ground would not have mattered much, but here the tracks were some 10 or 15 feet below the ground; it was one of the worst curves and cuts on the Crosbie Branch of the Great Midland.

Crawford eased the throttle in a bit as he entered the curve, and as the engine heeled over to the track elevation he let his hand slip from the throttle to the airbrake valve handle. The fireman, who was watching him, called across the space between the left and right hand seats.

"It's all right! That country road's not traveled once in a coon's age. None of the yaps ever come this way!"

"This may be the once," Crawford returned. The train, coasting on the level track, was decreasing speed slightly. The engineer leaned far out to get a view of the track from a point as far away as possible. As it was the pilot of the engine was nosing around the curve within 60 feet of the wagon road crossing when the hand on the airbrake tightened and a second later the brake-shoes gripped and half a minute later the engine ground to a standstill with its pilot about two feet distant from a motor car. In the car sat a girl, while down at the front end an old man frantically twisted the crank, trying to start the engines. When he saw the locomotive had come to a standstill he breathed a sigh of relief. Crawford stepped off the engine and came around to the front end.

"Nearly got you that time, old-timer," he said cheerfully. "If I hadn't pinched her down your car would have been junk by now." Then, for the first time he saw the girl. She looked very white and very helpless. "Excuse me, Miss," he hastened to say. "Why didn't you jump?"

"My father—" The girl's lips closed as she looked toward her father. He took up the line of conversation.

"No Clover County Buchanan ever jumped or showed fear of the Great Midland Railroad," the old man said. "You might have killed my daughter, but I'd have killed you and two or three more like you in revenge." He began cranking again.

Crawford motioned to the fireman and one of the trainmen who had come up.

"We'll get your car off the crossing for you," he told the old man. "Be

more careful next time. I used the crossing signal twice back there, and the old No. 80 has a good whistle if it hasn't anything else."

The old man stepped aside, the three railroad men pushed the motor car in the clear and the train went on.

Crawford had been on the run but one trip. He "bid in" the run on the Crosbie Branch more as a joke than anything else, and was determined not to keep it longer than necessary, or until business picked up so that he could have a regular run on the main line.

For the Crosbie Branch was the joke of the system. From the main line it meandered up into the hills for 50 miles. The hills were inhabited by a people who had moved there from England and Scotland when the country was young, and they still clung to most of their traditions. One of these traditions seemed to be that they must fight every innovation, and this included the Great Midland Railroad. Time after time when the one train happened to be late and dark overtook it before it had made the terminal, the "ping" of a bullet was no stranger to the trainman who sat near his light. But the passenger car at the rear of the train was never molested, principally because it might have as a passenger a wayfarer from these very hills.

"We're glad you bid it in," Crawford was told as he prepared to go down to take the new run. "We can't hold men down there and the State won't let us abandon it. No trainman has ever become chummy with those natives, but you might try. Why those people will haul their corn 20 miles sooner than give us a carload. You see, when the branch was built we had to condemn some of their property and they've never gotten over it. Good luck! You may get shot down there and you could get half shot, for it's lore that every man jack in those hills is a moonshiner."

And it was on Crawford's very first trip that he came within four feet of killing a Buchanan of Clover County!

For a week after the near-accident Crawford saw nothing of the Buchanans and little of the other hill people. Then the first frost came over the hills and he saw the men and women in the little cornfields gathering the year's crop. More than one gun leaned against the field fence so that the trainman could see—and heed.

It was at the same cut and curve

and as he was in the habit of doing he "eased up" as the engine poked its nose around the bend. This morning, as he saw the crossing first he thought the occurrence of his first trip would be repeated. Then he saw that Buchanan *pere* and the daughter were safely at one side of the track.

But the old man again was frantically turning the crank. There was no response from the motor car's engines. Crawford glanced at his watch. There would be time. He stopped with the 80 square across the wagon road.

"Some sort of trouble you're having with that old boat, Mr. Buchanan," he said. "I once owned one of the same sort; maybe I can fix it for you. Good morning, Miss Buchanan," he added, touching his cap to the girl.

The old man let go the crank and turned to the engineer, his eyes blazing:

"You—!" He hesitated, as if the proper word would not come.

"Yes, I once owned one. Sure makes you hot turning that crank," he said, ignoring the old man's ire. "Let's see." He pulled open the hood and inspected the inward workings of the car, trying several nuts of the ignition system. Finally he found what he was looking for. The old man stood near, amazement written on his face. No Great Midland man, since he could remember, had ever become familiar with a Buchanan.

Crawford found a loose connection, tightened it, seized the crank, gave it a turn and the engine purred.

"There," he said. "Now we'll pull up and you can go on. Better take half an hour tonight and tighten those connections. If you'll be around here tomorrow I'll bring you a new battery cell or two."

It was the girl who replied. "We do not care to go on now. We wanted to get to the switch before this train got there." She pointed back under the hood. "Aunt Jane wants to go to Crosbie."

"I'll just pull up and let her on here," Crawford said. "You spot the car," he said to a brakeman who had come up. "And don't forget to tighten those loose connections tonight and I'll bring those dry cells tomorrow. They're 40 cents each. The last sentence was added as an afterthought. It might, he thought, be well not to offer a present to a Buchanan of Clover County on such short acquaintance.

"Aunt Jane" made the trip to Crosbie, and Crawford delivered the dry batteries to the old man the next day at the crossing and received a

surly nod of thanks and his pay. The girl did not put in an appearance.

Winter came down over the hills and Crawford saw little of the hill people and nothing of Buchanan or his daughter. One day, when the hills were covered with snow and it stood deep in the gullies, he laid off a trip, deadheaded to the crossing and walked down the wagon road, now a dead white strip of snow through the forest. Half a mile he had walked when a turn in the road brought him almost to the door of a log house, built, as are many in the hills, with a porch or open space between the rooms at the ends. A young lad was crossing the open space but stopped still for an instant when he saw a stranger. Then he retraced his steps and ran back.

About two seconds later Crawford stopped still. And it was well he did so. The door opened about two inches and through the aperture the barrel of a rifle projected. Then a feminine voice asked:

"What do you want, stranger?"

"I am hunting the home of Mr. Buchanan," Crawford explained, standing very still.

"This is it," the woman's voice replied. "What do you want?"

"I am the engineer on—"

"You're the man that crippled pappy and if you don't go away before I can count 10 I'll kill you."

"But, madam, I—"

"One—two—three."

"—haven't killed or crippled anyone—"

"Four—five—six."

Someone ducked out of the door under the rifle barrel. It proved to be the girl.

"You brought daddy some new batteries and when he cranked his car it ran over him and nearly killed him and ran on down the hill and smashed on a tree."

"That wasn't the fault of the batteries—he left the clutch in."

"Seven—eight—nine."

"Dodge around the house before mammy shoots. She can't load for a few minutes."

Crawford dodged and the bullet whizzed near his ear. The weapon was withdrawn and the door closed, leaving the girl outside. She came to where Crawford stood.

"Come down to the stable," she said. "We'll talk about it there and mammy won't follow us down there to shoot. If she does I'll stand in front of you."

Obediently Crawford followed.

* * * * *

Six men were gathered in the general offices of the Great Midland, around a highly polished table. An electric fan, which incessantly turned around and around, kept them cool. Outside, 10 floors below, lay the pavement, sweltering, shining, hot and dusty. The men were comfortable, but the heat had its effect on them. They were short-spoken, and quick retorts were bandied around.

"Let's hear the report of the freight department, now," a big man at the head of the table said.

"And trust to luck it will not be as bad as that of the passenger department," one of the men added.

"The passenger department has no magicians in its personnel," another retorted. "We can't grab passengers out of thin air and make them pay fares."

A clerk began on a voluminous package of papers and read on in a monotonous tone. All at once the man at the head of the table sat erect.

"During the year ending June 30, the Crosbie Branch has—"

"Mr. President, I move you we be spared the anguish of hearing just how much the company has lost on the Crosbie Branch," one of the men said. The clerk had ceased reading.

His companions smiled and the clerk resumed.

"During the year ending June 30 the Crosbie Branch has aided materially in furnishing both local and through freight hauls. The inhabitants of the country through which the branch operates appear to have at last awakened to the necessity of modern farming methods. Corn which was once destroyed or used for fuel now is being fed to cattle and we have a good tonnage from that source. The hostility toward the Great Midland Railroad, formerly a deterrent to our business on the branch, has disappeared and the inhabitants help, rather than hinder the operation of the road through the hill section. It is said—"

"Is that fiction you are reading?" asked one of the men. "I have made several inspection trips over that branch and never without trouble. One time several shots were fired through the car—because we used electric lights and they were brighter than the oil lamps burned by the natives."

"Burwell dictated that report and if Burwell ever thought about anything larger than a dollar mark—you know Burwell."

"What's the matter with those hill-billies, then?"

"They've began to love the G. M., that's all."



Obediently Crawford followed her

"People as clannish as those hill-billies never love nor hate without a reason. They hate all people not of their class because they have had that hatred handed down to them for generations. But as for loving the G. M.—I'd like to know why. Burwell hasn't been sending new men down there to stir up traffic, has he?"

"No. The last one he sent there, when we first took over the branch, left his hat and coat somewhere and ran all the way to the main line."

"We'll go up there on our inspection trip. Those hills are cool, anyhow."

* * * * *

The officials' special pulled around the wye and onto the Crosbie Branch. The smooth-riding rails of the main line gave way to the clickety-click of the joints of the branch. The big cars screeched around the hills, over rivulets and through cuts that turned the daylight into twilight within the cars. At length the train reached the one telegraph station between the terminals of the branch. Here the engineer stopped with the tank under a spout while the men aboard stepped off on to the little platform. There was no one in sight but a solitary child. He stood and gazed at the strange train.

"Where's the agent, sonny?" one of the big men asked.

"He's down at the cattle pens helping load a lot o' hogs."

"I'll go down and get him, sir," the conductor said; "unless we get orders against the regular train we will have to wait here for it. It's due in 15 minutes, and I'm not sure about the capacity of the siding below here."

"We'll wait," the official said. "This is an interesting place. And as the agent is busy I see no reason for interrupting him."

The trainmen backed the special to the switch and headed it into the siding, while the officials stretched their legs. Presently several natives came from the little village and looked with wonderment at the strangers.

"Wonder if Bill brought those furriners here?" one of them inquired of the other.

"Mebbe they own the road," the other remarked.

"Do you live here?" one of the officials asked, seeking an acquaintance with the men.

"Down the crick," the hill-billy replied. Then, seeking information, he returned:

"You-all own this road?"

"We are officials, and own stock, yes."

"Does Big Bill know yer coming down?"

"I don't think I understand."

"Don't you know Big Bill?"

"Not by that name."

For a few seconds the men whispered together.

"Bill Crawford's his name. He's going to marry old man Buchanan's girl next Sunday."

"What position does he occupy?"

"He's the engineer here. When old man Buchanan got hurt with his auto car Big Bill went with him to the city and got him well in one of the hospitals. Old man Buchanan's the boss of these hills and after that the old man said we were not to shoot at the trains any more and give 'em all the freight we could and we done it. Bill's going to marry the Buchanan girl Sunday. She's going to quit teaching down at 32 school house Friday."

A long station whistle sounded and the station agent and several men ran up from where they had been loading the hogs. The car was switched out and the branch train made ready to leave. The official who had made the acquaintance of the hill-billies caught Crawford as he was oiling around.

"You're Big Bill Crawford?" he asked.

"My name is Crawford," the engineer replied, carefully placing a squirt of oil on a link.

"I happen to be general manager of the Great Midland," the man said, "and I've heard what you did to cause the people of these hills to

give us their business and quit shooting at trains. Anything we can do to show our appreciation for what you did?"

Crawford set the oil can in the gangway and turned to the official:

"All that was needed was someone to get the friendship of these people. My mother-in-law shot at me the first time I called, and I had to do some tall explaining to keep from being mobbed. But I've got their friendship and the road's getting the benefit. I'd like—" He hesitated.

"A promotion?" the big man inquired.

"No, sir," Crawford said. "When I'm tired of this I'm going to take over my wife's farm. I've got a tractor working on it already, although I may run an engine for many years yet. But I'd like a pass for two for the honeymoon—just a pass good anywhere on the G. M."

"It will be here Saturday evening—by special messenger," the official said. "And as we operate our own diners on this system the honeymoon will be at our expense entirely. I'll send a man from the freight department down with it, and see that he gets acquainted with the people."

Crawford's conductor gave him a "high-ball."

"I'll marry him to one of old man Buchanan's girls," Crawford said, as he swung on his engine. "He's got three more left after I take mine, and three other farms to give them."

Business-Getting Campaign

(Continued from page 9)

Baltimore and Ohio, as it undoubtedly was, it is not beyond the bounds of probability that they might be influenced by this fact to give our Road some business that we have never had before. As success makes success, so business makes business. The fellow with a large circle of acquaintances has an easy time selling his proposition compared with the stranger in town. The more solicitations that we make for our Company, whether they result in immediate business or not, the more shippers and passengers know that we are anxious to prove to them the superiority of Baltimore and Ohio service and the oftener will they give us a trial.

Are you making friends for the Company you work for? Whether you are a freight handler, a trainman, clerk or whatnot, there is scarcely a move that you make that does not make or unmake friends for the Baltimore and Ohio. Railroad employes are constantly being watched by the traveling and shipping public, especially in these days when the railroads bulk big in public interest. During these critical times hundreds of our employes are trying hard to represent their Company, and the thousands of ways in which it affects the public welfare, in the proper light. Such is the privilege and the duty of every employe.

This Officer Goes After Them in Earnest

SOON after the business-getting campaign started on the Baltimore and Ohio a staff officer in the general offices in Baltimore determined that he was going after his share systematically. First he jotted

down a list of all the people he knew, social and business friends and acquaintances who might be able to bring some business to our rails, then, with all of them in mind, he worked up a general letter, short enough to

make it practicable to send to each of the 70. The gist of the letter was this:

Dear Mr. Brown—Because of your knowledge of railroads you may think that the Baltimore and Ohio is "just another railroad." We, who work for it, however, believe that it is giving just a little better service than other railroads—that it lives up to the nickname we have given it of "Best and Only."

Right now we need business pretty badly, and we have the freight and passenger cars and the engines to handle all that we can get, and employes who are sufficiently interested in handling the business in A-1 shape, to give all of our customers 100 per cent. satisfaction. I know this not only from personal experience, but also from the testimony of many of my friends and acquaintances.

Just a trial or two of our service, passenger or freight, will demonstrate the truth of this, and make you a good friend of the Baltimore and Ohio.

If you decide to give us a trial, I would appreciate it very much if you would let me know what you think of our service.

Yours sincerely,

ETC.

Excellent Freight Service Brings Passenger Business to Railroad

IT HAS been generally recognized that a fine passenger service on a railroad is invaluable in influencing freight traffic to the same line. That undoubtedly is one reason why fast and beautifully-appointed passenger trains have long been considered splendid advertisements and investments for the roads running them, even if they have been expensive to operate.

Not so often do we hear of the less showy service in the freight department bringing passengers to the Railroad, although this probably happens very often. The following letter is a good example of this:

March 30, 1921.

MR. GEORGE S. HARLAN,
Division Freight Agent,
Baltimore, Md.

Dear Sir—We often note articles in our MAGAZINE in regard to some freight traffic secured through the influence of our excellent passenger service and following a pleasing and satisfactory trip over the Baltimore and Ohio by some of our patrons. Consequently I am prompted to relate a conversation had with one of our good freight patrons, Mr. Benjamin Moomaw, president of the Virginia Fruit Growers, Inc., Staunton, Va., when in his office recently.

Mr. Moomaw was dining with a friend at the New Willard, Washington, D. C., a short time ago. The friend remarked that he was taking a trip to St. Louis that evening and when Mr. Moomaw inquired what road he intended to use, he mentioned a competing line. When Mr. Moomaw asked why, he said that line had the best reputation. Mr. Moomaw followed by saying that the Baltimore and Ohio had equally as good Pullman service, better dining car service, and an altogether better atmosphere prevailing, the employes seeming to have a much better idea of, and dis-

P. S.—You may have thought that you have to go to the Rockies and beyond for wonderful scenery, but if you have never ridden the Baltimore and Ohio by daylight from Washington to Pittsburgh, you have yet to discover that right on our line we have something which is just as fine as they have in the Far West. It has an appeal all its own.

To date this official has had many replies, all favorable to his letter, and indicating considerable revenue for the Company. One man wrote him that he expected to go with four friends to New York via a competing road but that the soliciting letter changed his plan and that he could therefore take credit for five fares, Baltimore to New York and return. There was over \$60.00 in this business alone, all "velvet," for it should be remembered in connection with passenger business that it costs only an insignificant amount more to handle 200 on a train than it does 150 or fewer.

position for, service. As you have some knowledge of the power of argument possessed by Mr. Moomaw, it is needless to say that we secured his friend as a passenger to St. Louis.

This gentleman stated that he was prompted to such action by the close and efficient attention given his freight business by our line, whose officers and employes seem to have a better conception of what service means to a freight patron; therefore he felt that he owed us this slight return in recognition thereof.

Mr. Moomaw further stated that he did not believe that he had given our line the freight patronage this season commensurate with the service rendered but that he would see that we received our full share next season.

As the foregoing was entirely voluntary on the part of this gentleman, I was much pleased to note the friendly relations existing between him and our Traffic Department.

Yours truly,

W. F. HARRISON,
Traveling Freight Agent.

Copy, COLONEL W. V. SHIPLEY,
District Passenger Agent,
Washington, D. C.

Here, you will note, that a pleased patron of our freight service has done the unusual in actually soliciting and getting passenger business for the Baltimore and Ohio. This is really a principal reason why any of us are employed by the Railroad. And if all our employes could be imbued with this idea and would practice it daily in the office and out, *i. e.*, to secure the greatest number of dollars each day for our Company, it would not be long before the results would be plainly evident and the benefits shared by all.

Fill 'Em Up

GENERAL Passenger Agent George W. Squiggins, Cincinnati, issued a letter on March 31 under the above caption, which was posted in such places in his territory as to attract the attention of our employes.

Mr. Squiggins mentioned "Billy" Sunday's building his big tabernacle in Cincinnati at a cost of about \$40,000 with the enormous number of small subscriptions which he got for that purpose, and correctly draws the comparison of one more passenger in each Baltimore and Ohio passenger car, and what a big increase in our annual revenue it would mean.

Figure it out for yourself and see if you cannot be one of those to bring this about, boost our gross receipts and help pass prosperity around.

Personal Service Like This is Bound to Get Business

By Charles T. Allen

Janitor, 24th and Chestnut Streets Station, Philadelphia

IN OUR fine old depot here, we have a way of making travelers feel that we are their friends, and that verily they have found the "Road of Hospitality."

Frequently we have passengers who stop over for a few hours, and who desire to see as much of the city as their limited time will allow. In such cases, some of our employes, with whom these patrons of the Road come in contact, give them an itinerary for short trips, based on the amount of time available, making allowance for possible delays, and making as few changes of cars as possible so as to prevent our patrons from going astray.

Our employes spare no trouble in helping passengers who are timid and unacquainted with the city. Not long ago a woman passenger, stopping off here after banking hours and having very little money with her, wished to have a check cashed. One of our women employes located an acquaintance of the passenger, who identified the traveler at one of the night banks. The employee consumed about two hours of her own time in doing this and merely felt that she had done her duty. She has also, on several occasions, escorted girls to their destinations, when she considered them in need of protection.

We believe such help on our part to be our duty to our fellows, and at the same time we know that it encourages passengers to use our Road again.



Picture at top shows Chicago Opera train pulling into Pittsburgh; center, Mary Garden; at bottom of page, unloading some of the 75-foot drops, Pittsburgh Yard; upper left, George Baklanoff; upper right, Lucien Muratore; lower left, Galli-Curci; lower right Rosa Raisa

Ba mysterious fascination for the devotees of the theatre. Connoting the intimate life of the folks of the footlight, their every day humors and the unvarnished realism of their business; piled high with the drops and scenes and props that the genius of the producer transforms from tawdry illusion behind the curtain to amazing actuality before; breathing along with its all too ubiquitous dust and fresh paint the sacred atmosphere of the "stars" that have trod its well-worn board—"back stage" is as much a tantalizing curiosity to the bespectacled old lady matinee fiend in the pit as it is to the sophomoric youth whose idol stands third from the left in the second row of the chorus. And it is "back stage" where starts the job of the transportation manager of a great opera company.

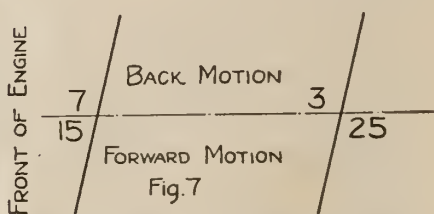
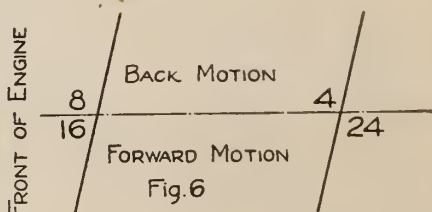
While the principals are still taking curtain calls from an enthusiastic audience, and the gallery gods still acclaim "bravo, bravo," expert stage hands are already tearing down the last set, and with the amazing facility which comes with long years of experience, piling the great forests, gardens, castles and cathedrals (the canvas copies) into the long wagons for transport to the railroad yard.

Moving a single great production is a big enough job, requiring great skill in the handling of scenery, and intimate knowledge of the capacity of railroad yards and baggage cars, and of transportation schedules. The immensity of the task of moving a great opera company like the Chicago Opera Association, with its large repertoire and its numerous personnel, across the continent and back, can therefore hardly be imagined. Handling this important work for the Chicago Association is Edward Kent Bixby, transportation manager, formerly connected with the Pennsylvania Railroad. And associated very pleasantly with Mr. Bixby on a considerable part of this trans-continental movement of his company during the month of March was the Baltimore and Ohio Railroad.

One of the six trains which transported some of the properties of the Chicago Company from Chicago to New York, for the New York season in February, made a splendid record

This Technical Error Needs Correction

On page 34 of the April issue there was printed "Method for Squaring Walschaert Valve Gear" by W. J. Dixon, assistant master mechanic, Holloway, Ohio. Mr. Dixon's drawings, accompanying the article and as received in the MAGAZINE office, were correct, but in having these drawings redrawn for reproduction, an error was made in Figures No. 6 and 7, two figures shown being incorrectly placed. Correct drawing of these diagrams is as follows:



Method of squaring Walschaert Valve Gear

We regret that an error of this kind should have crept into the MAGAZINE.

To My Wife

By E. V. B.

The trees, the grass, the sunshine and
flowers,

In June days make me muse for
hours—

Of a home in the South where dreams
come true,

And Life's afternoon could be spent
with you.

No place on earth could appeal to me
Like a cottage small by a Southern
Sea—

With a shady yard and fragrant
flowers

And you and me through the golden
hours.

You Wouldn't Throw a Hundred Dollars in the Gutter—

Then Why Be Responsible for Any Part of Loss and Damage Claim Payments, a Sheer Waste in Revenue?

By C. C. Glessner

General Freight Claim Agent

WE HAVE yet to meet the man who doesn't make mistakes. And it isn't the fellow who, once in a while, makes the kind of an error of which all men are susceptible, that we are after. On the other hand, we feel confident that if the employees who are responsible for some of the costly and careless errors that run up our claim payments so high each year, could come to our department and go over a hundred or more of these, they would wonder, with us, how it is that so many of them can occur.

So we are here asking some simple and direct questions of the classes of employees responsible in the handling of freight for most of the losses that sap our revenues. Will not those to whom these questions apply give them earnest consideration? It will

help a great deal in conserving our revenues and in "passing prosperity around," if they will.

Mr. Receiving Clerk: Are you responsible for accepting shipments for transportation not in accord with Rule 5 of Consolidated Freight Classification No. 2—specific instance shown in the large picture below?

Do you check all shipments tendered for transportation with bill of lading and shipping order to see that marks agree; that containers are sufficiently strong to carry to destination and that you receive all you sign for?

Mr. Car Inspector: Are you passing box cars for the loading of high grade merchandise with defective roof, sides, bottom, or floor, and sides full of nails and other obstructions to damage the high class merchandise, as

shown in accompanying photograph? During the year 1920 we received copy of 104,552 damage reports which were the result of someone's carelessness.

Mr. Loading Clerk: Are you loading shipments in the proper cars and showing correct information on shipping orders, etc., or are you loading shipments in one car and showing another record? During the past year we received copy of 145,425 astray waybills, indicating many shipments loaded into the wrong car or revenue billing not made or improperly forwarded to meet shipment. Are you responsible?

Mr. Stowman: Has the heavy freight been loaded on floor of car and the light freight on top, carefully stowed, broken down and braced before permitting car to go forward?

Mr. Bill Clerk: Are you billing out shipments in accord with shipping orders or are you making errors in your billing by billing shipments to the Pittsburgh that happens to be in Texas, Kansas, Oklahoma or Kentucky, that should go to Pittsburgh, Pa.; or to the Philadelphia in the States of Tennessee, West Virginia,



Upper left: Thousands of dollars are lost each year in shipments damaged by rough handling of cars—here's where our trainmen can help. Upper right: Protruding nails and other obstacles cause much costly damage and car inspectors can avert a good deal of it by proper inspection. Lower: Shipments tendered for loading in this condition should not be accepted, and receiving clerks can save much by the exercise of good judgment in such cases

Mississippi or Indiana, that should go to Philadelphia, Pa.; or to the Charleston in West Virginia, Utah, Tennessee or South Carolina; or to the Charlestown in Indiana, New Hampshire or Ohio, that should go to Charles-Town, W. Va.? Similar errors are made daily.

Mr. Trainman: Are you responsible for making the flying switch that damaged Baltimore and Ohio 87049, loaded with plate glass, badly breaking it, as shown in picture on preceding page?

Mr. Notice Clerk: Are you responsible for sending arrival notice to John Jones, 6406 Spruce Street, Kansas City, Kan., instead of 4606 Spruce Street, Kansas City, Mo.?

Mr. Delivery Clerk: Are you responsible for delivering a \$1500 shipment to John Doc of Baltimore Street, Baltimore, Md., upon payment of freight charges, instead of a \$15 shipment?

Mr. Yard Clerk: Have you diverted that car or cars originally destined to Baltimore to new destination, New York, and made necessary corrections on revenue billing?

The above are but a few of the causes resulting in loss and damage claims which make a heavy drain on our revenue, and which, you will agree, is the result of omissions and errors that can be and should be eliminated. Will you do your part in eliminating them?

general manager of the Southwestern Lines, at Cincinnati, being advanced to chief clerk to the general manager on February 1, 1906. In July, 1908, the title of assistant secretary was added and his next appointment was to superintendent of the Illinois Division, at Flora, Ill., in 1913. Two years later he was transferred to Seymour, Ind., as superintendent of the Indiana Division, and on July 1, 1916, he was made general superintendent of the Southwest District, at Cincinnati. In October of the same year he was transferred to the Northwest District as general superintendent and in February, 1920, placed in charge of the Maryland District at Baltimore in the same capacity.

Mr. White, was born August 8, 1882, first entering railroad employment as an extra operator and agent on the Cincinnati, Hamilton and Dayton Railway, April 17, 1900. He was made dispatcher on September 19, 1902, and chief dispatcher, January 15, 1908. On November 20, 1909, he became chief clerk to the general superintendent, at Cincinnati, and was then advanced to superintendent at Indianapolis, in March, 1910. He occupied the same position on the Illinois and Indiana Divisions successively, becoming superintendent, Philadelphia Division May 1, 1917. Two years later he was made superintendent of the Baltimore Division, at Baltimore.

Mr. Hoskins, who takes Mr. White's place as superintendent, has also been with the Baltimore and Ohio for a number of years, having first become identified with it August 1, 1907, as bridge draftsman. He became assistant engineer in the

E. W. Scheer New General Manager of Eastern Lines

R. B. White Now General Superintendent, Maryland District; E. A. Peck Succeeds Late J. F. Keegan as General Superintendent, Pittsburgh District; E. W. Hoffman Appointed General Superintendent, Northwest District; F. G. Hoskins Now Superintendent Baltimore Division, and F. S. DeVeny Superintendent of Chicago Terminal

ON APRIL 13, C. W. Galloway, vice-president, Operation and Maintenance, Baltimore and Ohio Railroad Company, announced the appointment of E. W. Scheer as general manager, Eastern Lines, effective April 15, to succeed Stanton Ennes, resigned on January 1. At the same time Mr. Galloway announced other promotions as follows:

R. B. White, formerly superintendent of the Baltimore Division, to succeed Mr. Scheer as general superintendent of the Maryland District.

F. G. Hoskins, superintendent Baltimore Terminal Division, to succeed

Mr. White as superintendent of the Baltimore Division.

Mr. Scheer has been in the service of the Baltimore and Ohio for 31 years, having started as messenger boy at Zaleski, Ohio, when 15 years old. He became in succession clerk and stenographer and, after being with the Company nearly six years, was made chief clerk to the superintendent of the Ohio Division at Chillicothe, in December, 1895. On January 9, 1899, he was promoted to secretary to the vice-president and



R. B. White
General Superintendent, Maryland District



E. W. Hoffman
General Superintendent, Northwest District



E. A. Peck
General Superintendent, Pittsburgh District



F. G. Hoskins
Superintendent, Baltimore Division

bridge department later during the same year, being made assistant division engineer of the Pittsburgh Division on March 1, 1911. He was advanced to division engineer of the Connellsville Division April 8, 1914, afterwards occupying the same position on the Philadelphia Division, being advanced to superintendent of the Ohio River Division, at Parkersburg, March 1, 1916. He has since been superintendent at Wheeling, assistant superintendent at Pittsburgh, general agent at Baltimore and, since June 1, 1919, superintendent of the Baltimore Terminal Division.

On May 1, General Manager Scheer announced the transfer of E. A. Peck, general superintendent of the Northwest District, to the same capacity in the Pittsburgh District, succeeding the late J. F. Keegan. On the same date, General Manager R. N. Begien announced the appointment of E. W. Hoffman as general superintendent of the Northwest District.

On May 1, Vice-President Batchelder announced that the position of general superintendent of the Chicago Terminal was abolished and that F. S. DeVeney was appointed superintendent, vice J. L. Nichols.

Mr. Peck was born February 22, 1866, and on his 31st birthday entered the service of the Baltimore and Ohio at Grafton, W. Va., as trainmaster of the Monongah Division. After several years in similar positions on the Newark and Connellsville Divisions, he became superintendent of the New Castle Division May 13, 1903, in 1907 being transferred to Pittsburgh, where four years later he became general superintendent, the position to which he now returns. On January 1, 1918, Mr. Peck was

made assistant to general manager of Eastern Lines, at Baltimore, becoming general superintendent of the Northwest District at Cleveland, March 1, 1920.

Mr. Hoffman first became identified with the Baltimore and Ohio in 1908 as general yardmaster of the old Cincinnati, Indianapolis and Western, at Indianapolis, later becoming trainmaster there. He was advanced to superintendent of trans-

portation February 10, 1913; to assistant superintendent of the Toledo Division February 15, 1914, and to assistant superintendent of transportation of the Southwestern Lines June 1, 1917. He became superintendent of the Ohio Division, at Chillicothe, February 1, 1918, superintendent of the Chicago Division September 1, 1919, and advanced to general superintendent of the Chicago Terminal August 1, 1920.

No Meals for These Engines While They Weren't Working

Pictures Portray Practical Fuel Economy

THE accompanying photographs were taken at New Castle Junction and Haselton engine houses on the New Castle Division, on March 20, and illustrate forcibly what can be done by a "live" organization which takes advantage of every opportunity to make little savings in all directions.

At Haselton on the date in question there were 7 engines with fires drawn and 7 with fires banked. At New Castle Junction there were 14 engines available for service at the time photograph was made in addition to a number shown on the two tracks at the left which were "laid up." Of the 14 engines avail-



At Haselton

The pictures show the engines laid up at the engine houses on the date in question, with fires drawn or banked in accordance with the standard instructions in Circular L-685. This specifies the conditions under which fires shall be drawn or banked and the method of banking them in order to secure the greatest practicable economy from the coal used under such circumstances.

able for service, 11 had fires drawn and 3 had fires banked. On this date 25 engines were dispatched during the 24-hour period.

The definite evidence shown of the engines with fires banked, with no smoke or waste of steam, indicates excellent supervision and conscientious effort upon the part of the employees who were responsible for the performance.



At New Castle Junction

Safety Section

Think!

First Prize Article, "No-Accident Campaign," Eastern Lines

By M. W. Jones

Secretary to Superintendent, Charleston Division

THE answer to the question, "How can we help in the No-Accident Campaign?" may be given in one word, "Think." Almost every accident is due to one of two causes: thoughtlessness, or the failure of some one properly to perform his duty. Take the man who steps in front of the train and is killed. He did not think, or he would have remembered to Stop, Look and Listen before stepping on the tracks. Take the broken rail or the broken wheel. If you trace back to the real cause you will find that some one failed in his duty. The rail was not properly examined by the track-walker; some car inspector did not properly test out the wheel before it left the last terminal. Which brings us back to our original argument that most accidents may be prevented if we will all *think*.

No one deliberately overlooks something which will cause an accident and perhaps loss of life, but when the attention of an employe wanders from his work at a critical moment, that same moment trouble and sorrow result. Therefore, keep your mind on your work, *think*. There is no surer way to prevent accidents than by thinking, by keeping your mind at all times on what you have to do.

It has been said that "We have no occasion to fear for tomorrow if we fulfill our responsibilities of today." What, then, are our responsibilities today, as railroad employes?

Entry into the service is an assurance that we are willing to obey the rules. What is the first rule that we find on opening our books? "Safety is of first importance in the discharge of duty." Then our responsibility today is first, "Safety Above Everything," to perform our duties in a safe manner and under no circumstances in such a way as will jeopardize either our lives, the lives of our fellow employes, or the lives of patrons entrusted to our care.

Do we ever think of the women and the little ones who place their hands confidingly in ours as they step on the train, with every assurance in their own minds that we will carry them

safely to their destinations? No we realize the great responsibility that rests on us, that they are as dear to someone else as our women and children are dear to us? Think all the time of your duties and your responsibilities, and keep your mind at all times on your work, and there will be no need of a "No Accident Campaign."

Loyalty to our employes is an important factor—in fact, is on a par with Safety. Without one you cannot have the other. How can we better show our loyalty than by making ours the Safest railroad in the world? How can we better show our loyalty than by constantly practicing safe methods, and by insisting that our fellow employes do so also?

When a new man comes to work alongside of us let us constantly instill into him the habit of thinking, and of insisting on his doing his work safely. Whether he does not know or whether he is careless, it is our duty to show him what long experience has taught us to be the safe way.

Do you remember how you felt the first day you entered railroad service? Do you remember how good it seemed to have someone take you by the hand and explain things to you? "Do unto others as you would that they should do unto you," and you will be helping Safety every day and every hour.

"By their works shall ye know them"

Nothing more strikingly accentuates the difference between the safe and the unsafe worker than a walk through some big railroad yard, watching the men at work. One does not get on a flat car on a moving train when there is a box car next to it. The other does. One does not stand in front of an engine coming towards him and step on the pilot. The other does. One follows all the Safety rules. The other does not. Sooner or later the unsafe man will be listed on the casualty list as "Struck by a train," "Fell under a train," "Fell between the cars" or one of the many other ways a careless man may finally end his days.

You cannot read your daily paper, or you cannot—if you are an official—pick up your monthly reports of personal injuries, without coming across the words, "Struck by a train." Do you ever stop to think when you see those words just what they mean? They mean that someone lost his life through not thinking, through letting his attention wander from his duty, or by disregard of the Safety rules which have been made to save life and limb. Do you realize that they mean that some mother is childless, some wife made a widow, some little ones are fatherless, just because someone failed to observe the first and greatest of all Safety rules, *Think*?

"Am I my brother's keeper?" You certainly are, and there is no surer way to be your brother's keeper than to think and make him do the same thing.

The engineer starts out of his terminal with his long train, full of men, women and children, entrusting with all confidence their lives to his care. As he rushes through the night, he permits his attention to wander from the track ahead for a moment, with the result that he fails to see the red light of danger. The next thing his train is a heap of ruins, lives are snuffed out, and why? Because he failed to think of his duty all the time. There can be no greater Safety lesson than to consider these things; there can be no surer way to help the campaign; there can be no surer way to save lives and limbs and avoid suffering than to think at all times of the great work we are trying to do.

Rules are made for your guidance. Those who know have given years of their lives to the study of the best and safest ways to handle the railroad business, and because they have thought of us, of our families and friends, and of our fellow employes, and we should live up to these rules. Take from this homely little article, my friends, this one thought: that no matter what you do, no matter where you are or what you are, "think" at all times, and you will be a safe man, and a valuable man, and you will **MAKE IT SAFER TO RIDE ON THE BALTIMORE AND OHIO THAN IT IS TO STAY AT HOME.**

Does Safety Pay? This Report Tells the Story

By W. F. Braden
Safety Representative

THERE were 144 fewer employes killed and injured on the Baltimore and Ohio System in the first 20 days of April this year, as compared with the same period of

last year, at the 16 points where the Safety Test applies.

There were seven less casualties on the Baltimore and Ohio Chicago Terminal Railroad.

There was a decrease in casualties of 84 per cent. on the Eastern Lines and 75 per cent. on the Western Lines at the 16 places where the special Safety drive is in progress.

These figures are for one-third of the period of the campaign, which continues for 60 days from April 1. The report for the whole period will probably show similarly remarkable results.

In the 20 days mentioned, three places, East Side (Philadelphia), Keyser and Toledo made the unique record of 100 per cent. cut in casualties. Not an accident happened at any of these places in the first 20 days of April, 1921. Garrett was close with a 99 per cent. cut.

The report of accidents to employees for the 20 day periods of April this year and last is as follows:

PLACE	CASUALTIES		DECREASE IN CASUALTIES PER CENT. DECREASE	
	1920	1921		
New York Lines.....	4	3	1	25
EASTERN LINES				
East Side (Philadelphia)	6	0	6	100
Riverside (Baltimore)...	24	3	21	88
Brunswick.....	13	2	11	85
Cumberland.....	30	3	27	90
Keyser.....	7	0	7	100
Grafton.....	4	1	3	75
Glenwood.....	13	4	9	69
Total—Eastern Lines.	101	16	85	84
WESTERN LINES				
Chillicothe.....	9	3	6	66
Cincinnati Terminals...	21	7	14	67
Washington, Ind.....	11	6	5	45
Toledo.....	8	0	8	100
Garrett.....	11	1	10	91
Lorain.....	4	1	3	75
Newark, Ohio.....	15	2	13	87
Total—Western Lines	79	20	59	75
Total System.....	180	36	144	80
Baltimore and Ohio				
C. T.....	11	4	7	64

Disobeying Rules Cost Him His Foot

Cumberland Daily News, February 14, 1921

Francis L. Straub, 20 years old, 243 North Mechanic Street, while at work in the Baltimore and Ohio Railroad yards yesterday morning at about 8.30 o'clock had his right foot so badly mangled that it was found necessary by the physicians at Allegany Hospital to amputate it soon after his arrival there.

At the time of the accident, Straub was switching engines and as two cars

were about to couple he put his foot between them in an effort to complete the coupling. The cars closed on his foot and his cries for assistance brought several of his fellow-workman

to the scene, who extricated him. He was given first aid and later rushed to the hospital.

Learn from His Experience, Not Your Own.

THE BALTIMORE AND OHIO RAILROAD COMPANY SAFETY DEPARTMENT

CASUALTY AND MAN HOUR RECORD

Honor Roll Shops are Those Having no Reportable Injuries

Shops working more than 50,000 man hours during the month of March, 1921

THIS MONTH'S HONOR ROLL	INJURIES	MAN HOURS WORKED	RANK IN FEBRUARY
Lorain.....	0	60,436	4
Storrs.....	0	59,206	15
Cumberland (Back Shop)....	0	35,096	3

RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN FEBRUARY
1	Washington, Ind.....	88,258	1	88,258	14
2	Lima.....	75,420	1	75,420	21
3	Keyser.....	131,282	3	43,761	8
4	New Castle.....	72,163	2	36,081	Honor Roll
5	East Side.....	103,077	3	34,359	1
6	Ivorydale.....	98,430	3	32,810	18
7	Chillicothe.....	65,115	2	32,557	29
8	Newark.....	94,351	3	31,450	2
9	Cleveland.....	62,213	2	31,106	12
10	Benwood.....	89,879	3	29,960	Honor Roll
11	Glenwood (Back Shop)...	59,964	3	19,988	6
12	Connellsville.....	98,289	5	19,658	17
13	Grafton.....	76,620	4	19,155	11
14	Holloway.....	55,911	3	18,637	5
15	Lincoln Street (inc. Robey Street).....	81,990	5	16,398	23
16	South Chicago.....	81,886	5	16,377	..
17	Mount Clare.....	127,727	8	15,966	27
18	Glenwood (Master Mechanic).....	73,176	5	14,635	25
19	Cumberland (Master Mechanic).....	203,761	14	14,554	20
20	Brunswick.....	84,389	6	14,065	26
21	Riverside.....	149,457	11	13,587	24
22	Willard.....	86,277	7	12,325	16
23	Garrett.....	81,511	7	11,644	28

Shops Working 50,000 or Less Man Hours During the Month of March, 1921

THIS MONTH'S HONOR ROLL	INJURIES	MAN HOURS WORKED	RANK IN FEBRUARY
East Dayton.....	0	42,430	9
Gassaway.....	0	28,306	13
Ohio River High Yard.....	0	27,579	Honor Roll
Flora.....	0	25,902	Honor Roll
Somerset.....	0	22,242	Honor Roll
Haselton.....	0	19,257	Honor Roll
Sabraton.....	0	11,800	Honor Roll
Zanesville.....	0	8,116	Honor Roll
Seymour.....	0	8,031	Honor Roll
Painesville.....	0	7,600	Honor Roll
Harrisonburg.....	0	4,247	Honor Roll

RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN FEBRUARY
1	Ohio River Low Yard..	47,261	1	47,261	30
2	Fairmont.....	42,129	1	42,129	7
3	Rossford.....	37,840	1	37,840	10
4	Stock Yards.....	24,634	1	24,634	19
5	East Chicago.....	23,196	1	23,196	Honor Roll
6	Cone.....	37,627	2	18,813	Honor Roll
7	Weston.....	17,328	1	17,328	22
8	Martinsburg.....	16,815	2	8,407	Honor Roll

Total Injuries of all Shops Reporting:

January, 200; February, 129; March, 116.



Proper Clothing

By Dr. J. H. Hodges

Medical Examiner, Dayton, Ohio

WE live in a climate where the changes of the seasons are marked. There are pronounced fluctuations in temperature from day to day, and even in the same day. It is, consequently, no easy task to fortify ourselves by suitable clothing against these variations in the temperature.

What Makes Us Feel Warm—or Cold?

The object of our clothing is to keep our bodies at a uniform temperature for the sake of comfort, and to prevent interruption of the excretory functions of the skin through the influence of heat and cold. The sensation of warmth or coldness is regulated by the amount of blood supplied to the surface of our bodies. When we become warm, a large quantity of blood is carried to the blood-vessels just beneath the skin. Excretory glands take from this blood and secrete perspiration on the surface of the skin, which evaporates and lowers the body temperature. The opposite occurs when we are chilled: the blood is driven from the surface, and the skin is dried. In this manner, bodily heat is conserved within the deeper tissues of the body.

The principal materials used for clothing are wool, cotton and linen. Of these, wool is best suited for use in our climate, because of lightness, pliancy and softness, the slowness with which it conducts heat, its power of preserving the sensation of warmth to the skin under all circumstances, and the readiness with which it allows the escape of perspiration through its texture. During the warm months of summer, cotton is worn because it is then our desire to facilitate the escape of bodily heat.

It is well to wear enough clothing to assure a feeling of comfort; it would perhaps be better to dress so as to be slightly cool, rather than too

warm. It is the sudden chill that often wreaks havoc upon our health. For those spending most of their time indoors, it is best to wear clothing of light weight, as long as they are prepared to don overcoats upon going outdoors.

Our Clothes Should Fit

Our clothing should fit properly no matter what our occupation may be. Loose garments permit freedom of movement and avert interference with the circulation of the blood to every part of the body. To the man at work, loose fitting clothes are a necessity for the reason just given. If he works around machinery, and his clothing is too loose, there is grave danger of serious injury through its becoming entangled in its mechanism, and in turn entangling him.

Many accidents have been caused by ill-fitting and ragged clothing. By ragged clothing is not meant patched clothing, but rather that which remains unpatched. A dangling shred of cloth (a direct violation of Safety

rules) has frequently been the cause of amputation of an arm or some other part of the body which has been drawn into moving machinery. Sometimes it has been the cause of death.

If a man's clothing does not fit properly, he does not work with that ease of mind which allows him to give undivided attention to his work. Ill-fitting clothes for work or dress arouse self-consciousness and this impedes good brain activity, without which no one can work efficiently.

Being Cold Reduces Resistance to Diseases

In many instances such ill effects as colds, tonsillitis, neuralgia, rheumatism, etc., result from a sudden chilling of the body. These ailments are not always the direct result of a sudden chilling but secondary to it. Sudden changes produce a lowered resistance, which enables all kinds of infections to produce their various types of disease. Disease, as a rule, plays no great part in the life of those who take proper care of their bodies.

The most unexpected variations in temperature take place in the Spring and Fall, and it is then that we must be most careful about changes in clothing. We should never be too hasty in discarding heavy under-clothing.

Remember that a chilled or overheated body is a menace to health. It is as necessary to use discretion in our choice of clothing, adapting it to occupation, season and climatic conditions, as it is to follow the other general hygienic rules giving promise of comfort in living and prolongation of life.

The Controversy Over Sunday

THERE are two groups of citizens who, although arrayed in bitter contention, are pursuing methods which on both sides tend to undermine interest in and respect for the institutions of religion and the higher spiritual values of life.

One of these groups is a powerfully organized class intent upon commercializing the American Sunday, not only stripping from it nearly every characteristic which distinguishes it from other days of the week, but debasing it to the uses of a sordid commercialism. The other is a small band of overzealous Sabbatarians, who from unselfish motives, but with deplorable judgment, agitate for laws to compel the nation to conform to their narrow views, and thereby create hostility and prejudice toward the very institution they aim to serve.

Now we yield to none in our belief in proper observance of the day set apart from the rest of the week by the doctrines of the Christian church, by the customs of society and by the laws of the land. We are unqualifiedly for preservation of the Sunday that America knows, and unqualifiedly against its commercialization, likewise against the introduction of the day as it is celebrated in Europe, the so-called continental Sunday. We have slight sympathy with the complaint of foreign elements that American customs in this respect are different from those of their native lands; a decent conformity with the ideals of the country that welcomed them is a small price to pay for the advantages they gained by coming here. Yet despite these things we are aware that it would be futile and

harmful to impose drastic restrictions which overwhelming public sentiment and changed social and economic conditions long ago made obsolete.

Those who agitate for the rigid enforcement or enactment of laws which by consent of the vast majority of Americans belong to a totally different age are weakening the institution of the American Sunday, are unconsciously aiding and abetting those who strive to make it a day of unrestricted profit-making. There are certain fundamentals upon which all who believe in preserving the beneficent characteristics of the day can agree—it should not be degraded to the purposes of commercialism, whether in business, sports or amusements. But in matters of individual conduct and the recreations and pastimes of the people no rigid formula of observance would be rational or tolerable, first, because such restrictions are alien to the spirit of democracy, and, second, because among the most sincere upholders of the Sabbath idea there are wide differences of opinion as to what is permissible.

A persistent propaganda is being conducted to persuade the public that the prohibition forces are behind this crusade, that the abolition of the liquor evil is to be followed by the extinction of all liberty and the infliction of the grimmest of Puritan Sabbaths upon the helpless populace.

For many weeks the newspapers that fought most ardently to perpetuate the saloon have been printing news stories and editorials and cartoons designed to inflame the public mind against this alleged conspiracy and at the same time incite disrespect for the prohibition law. The propaganda is palpably dishonest, for it is supported by the most vicious distortion of facts and statements.

Happily, however, the instinct which makes misguided zeal for Sabatarianism a menace to proper Sunday observance and to the influence of religion operates on the other side likewise. While the blue law advocates are hurting the cause which they design to support, intemperate utterances and transparently sordid aims by the interests striving for a commercialized Sunday are causing a strong current of opinion to set in toward erecting safeguards for the protection of the American customs of restriction and observance.

There is much truth, indeed, in the contention of the advocates of stricter regulations that their movement is not offensive, but defensive; that they are not trying to Puritanize Sunday, but to save it from those who are conspiring to commercialize it.

The clamorous cries that are heard

about a threatened revival of the blue laws and passage of a constitutional amendment to enforce a Puritan Sabbath are merely propaganda by the liquor interests and the promoters of commercialized amusements. Their warning that the crusade may follow the course of the triumphant prohibition movement is absurd. Prohibition was for years the demand of the religious forces, but it came to realization only when the overwhelming facts of economics had created an irresistible sentiment in its favor. There is not and will not be any such force behind any blue law program.

In a word, the movement will get just as far as it deserves."

—The Philadelphia North American.

A Great Help in Acquiring a Home

S. CONNELLSVILLE, PA.,

April 17, 1921.

MR. W. J. DUDLEY, Superintendent,
Relief Department,
Baltimore, Md.

Dear Sir—I received the papers which were sent me referring to my property, and can say that the Relief Department is a great help in acquiring a home for a member. I may avail myself of the assistance it offers again in the near future. There is no debt against the property now, but I may purchase some other which would necessitate placing a mortgage against it again.

Thanking you for past favors, I beg to remain,

Respectfully yours,
(Signed) WILLIAM L. WAGNER,
Conductor.

Rise Early

By Peggy

As soon as the sun begins to rise and shed its radiance in the skies, the birds and bees and flowers, too, arise and set about to do their share in making old Earth bright by turning darkness into light. . . But human creatures lie in bed, and snooze away their time instead of rising early like the flowers and shedding light in early hours. But why should we not get up, too, in time to catch the morning dew, and share the glory of the sun before our day's work is begun? For many a man doth lie in bed until the sun shines o'er his head, and and misses half his life thereby and sees no glory in the sky. And there are other people who forget the work they have to do, and then must hustle like a Turk and miss their meals to get to work. I'll tell you, friend, it does not pay to lie in bed for half a day. If you'll arise at 6 o'clock, you'll beat the sun up by a block; you'll view the streaks of early dawn—a picture by no artist drawn. You'll have the time to brush your hair, to shine your shoes and take your chair at breakfast like a "reg'lar guy," instead of saying, "Gulp! Good-bye!"

If we all arose as early as the Veterans in Getting Business, we'd be further on the Road to Prosperity.



Thin one: My! What a shape!

Thick one: Huh! Shape nothing! You wouldn't have any at all if it weren't for your Adam's apple



*(This is the most important article in this issue.
It begins on page 11 and is continued here)*

THE AUBURN WAGON COMPANY

MARTINSBURG, W. VA., April 6, 1921.

MR. J. L. HAYES, Division Freight Agent,
The Baltimore and Ohio R. R. Co.,
Cumberland, Md.

Dear Sir—Relative to conversation had with you in Martinsburg on Monday, our Company has no complaint to make on inbound shipments via your lines in the last three or four months, nor has any complaint come to the attention of the writer as Chairman of the Transportation Committee of the Chamber of Commerce, and some inquiry I have made since talking with you reveals no such complaint.

Very truly yours,

AUBURN WAGON CO.

(Signed) R. A. BRADFORD,
Treasurer and Manager.

MARTINSBURG, W. VA., April 18, 1921.

MR. J. L. HAYES, Division Freight Agent,
The Baltimore and Ohio R. R. Co.,
Cumberland, Md.

Dear Sir—After a careful investigation among the merchants of our town I find a very favorable report as to the prompt delivery of freight over your road (the Baltimore and Ohio).

Very truly,

(Signed) A. J. HAMMAN,

Chairman, Merchants Committee
of the Chamber of Commerce.

Answering question in regard to Baltimore and Ohio having repairs done elsewhere.

During the summer of 1920, when business was extremely heavy on the Baltimore and Ohio and it was seen that it was getting heavier, all of the repair shop facilities on the Railroad were working at full capacity in an endeavor to put into running condition the many locomotives and cars which had suffered so much during the war's drain on our transportation facilities.

Our own shops could not take care of all of the repairs that had to be made on cars at that time in order to enable the Baltimore and Ohio to move its share of the traffic offered. Hence the Baltimore and Ohio contracted for the repair of some cars at outside shops. No locomotives or locomotive parts have been sent for repair to outside shops during the past year with this exception:

On a contract dated February 27, 1920, 10 locomotive boilers (E-24 and E-27 type) were sent to the Baldwin Locomotive Company for new fireboxes. The first was sent from Mt. Clare on March 8, 1920, and the last

returned, after having been repaired, on August 23, 1920. The cost of this outside repair work was only \$69,648.00.

Since last summer no further contracts for repair of cars have been made at outside shops, and there are no cars and locomotives being repaired at outside shops at this time, except the balance of those contracted for during the summer of 1920.

As an indication of the condition of our motive power, it may be added that on March 26, 1921, out of a total of 2626 locomotives owned by the Baltimore and Ohio, 78 were in white lead, or were in reserve and in such condition that they were good for six months or more running; 220 were stored and in such condition as to be good for six months or less running. There were thousands of idle freight cars of all descriptions on the Railroad, in good running condition.—EDITOR.

Conclusion

After all the above letters had been received, they, together with the original letter from the employe, were sent to President Daniel Willard, in the belief that he would wish to have the questions asked by the employe promptly answered in the MAGAZINE. His comment, which follows, is self-explanatory.

THE BALTIMORE AND OHIO RAILROAD COMPANY OFFICE OF THE PRESIDENT

DANIEL WILLARD
PRESIDENT

BALTIMORE, MD., April 21, 1921.

R. M. VAN SANT,
Editor, BALTIMORE AND OHIO MAGAZINE,
Mt. Royal Station, Baltimore, Md.

Dear Sir—Referring to the attached papers with reference to anonymous communication received by you on March 29th, signed "An Employe Furloughed": I am very glad that you investigated the matter and I wish you would publish the anonymous letter in the next number of the BALTIMORE AND OHIO MAGAZINE, as well as the authentic information which you have obtained concerning the matters referred to.

I note what you say with reference to anonymous communications, and I appreciate fully that a man who is not willing to sign his name to any statement that he makes, is hardly deserving of a reply. I have no doubt, however, that the man who wrote the letter believed what he wrote, and it may be that others mistakenly believe the same things to be true.

There is no reason why the Baltimore and Ohio Company should not be willing that the truth should be known concerning all matters pertaining to the affairs or business of the Company, and I think it is a very proper function of the BALTIMORE AND OHIO MAGAZINE to tell the truth about the Company's service.

I am glad that you investigated this particular case, and I hope you will treat all such cases that may come to your attention, in the same way. I repeat that if there are any matters in connection with the Baltimore and Ohio service concerning which we would be unwilling to have the truth told, that fact would indicate that something was wrong, which ought to be corrected. The BALTIMORE AND OHIO MAGAZINE stands at all times for the truth, regardless of whom it hits.

Very truly yours,

Daniel Willard

The Other Man's Experience

Eight or 10 years ago when the valleys of Montana, Washington and other Northwestern States began to come into their just fame as apple growing areas, many farmers were persuaded to give up their orchards in Michigan and try their hand at fruit growing in the new country. The lure of the great outdoors and the beckoning hand of Fortune also took many city men to the same region, and there these tenderfoots found themselves in competition with men of years of experience on the soil.

One would have thought that the city men would have been at a great handicap. Such, however, was not the case, for apple growing in Michigan and in the Northwest is quite a different proposition. The Michigan farmers were unable to shake off the habits of a lifetime, while the new methods in growing apples were as simple in theory to the city men as their A, B, C's. The city men had nothing to unlearn. They patterned their orcharding methods after those that had been proved successful in the new country. The farmers tried to make Michigan methods successful in a region for which they were not intended. The Michigan farmers failed in the new country and the tyros made good.

When our own experience does not meet the necessities of a new situation, it is a good thing to forget it for the time being and to take advantage of the experience of other men who have made good under similar conditions.

The Long Pull

It would be refreshing if we could publish a single issue of the MAGAZINE without having to use the word "campaign." But as long as we fail of 100 per cent. in Safety, or fuel performance, or traffic solicitation, or what not, the word will continue to be, as it has been, quite overworked.

There are certain things on the Railroad in which we all are, or should be, interested. The first of these—and here everyone from the highest to the lowest can help—is generally to give our Railroad a good reputation. Safety is another obligation which is common to all of us, as is also, especially in these hard times, soliciting business.

Besides these activities in which we can all have a part, each man's job gives him a special opportunity for a campaign of his very own. For the fireman, for instance, it is saving coal; for the engineer, easy starting and stopping of his train; for the ticket agent, treating all inquiring passengers in a friendly way; for the conductor and the brakeman, seeing that their trains are kept clean, that station names are clearly called, that all transportation is lifted, etc.; for the mechanical man, the saving in materials; for the trackman, keen observation of track conditions and the determination to give our passengers the smoothest road bed possible.

We are constantly campaigning for all these things, sometimes with special emphasis, as during the present campaign for business and the campaign to reduce loss and damage one-half this year. Yet, after the stimulus and excitement of the campaign is over, the tendency is to lapse back into the same old routine, when our performance again becomes poor.

There is one thing, therefore, that we should all remember, namely, that it is not the special spurt which counts biggest when the record is written. It is the long pull! And there is no way in which we can be on the job constantly for the long pull unless we determine to get the habit of efficiency in all our work.

One man has expressed it well when he said that we ought "to sleep with our jobs."

Being economical in handling coal can become as much a matter of second nature to a fireman as wasting it; calling stations properly can be as much a habit with the conductor as calling them improperly.

While we are forming our habits of work, let us make them good ones. Then first-rate performance will become second nature to us, and our work, day in and day out, will be a long pull for efficiency in all directions.

The Crossing Watchman and the Magazine

Ever since the MAGAZINE was instituted it has had no more interested reader than a certain crossing watchman. Scarcely an issue goes by that he does not write the MAGAZINE office at length, expressing his opinion about various articles, why he likes what this man writes, etc. In fact, the MAGAZINE is such an institution with him that when the correspondent of his division fails to send in notes, he asks why.

Recently the division on which this crossing watchman is located had poor representation in the MAGAZINE. His letters to the MAGAZINE office contained clippings from local newspapers and little items which he himself gathered about events in his particular locality. Not satisfied with this, however, he finally brought it about so that a capable man, well located to gather news and interested in getting it, was appointed as one of the division's correspondents. Now we are getting satisfactory representation from that division.

We mention the case not so much because of its bearing on the work of the MAGAZINE, but simply to illustrate what one man, in an humble position, can do to start the ball rolling.

It is safe to say that if every employe of the Railroad had its interests at heart to one-quarter the extent of this employe, within six months the record of the Baltimore and Ohio for general efficiency and progress would be the marvel of the transportation industry. We like to think that we are always on the job to further the Railroad's interests. Fact is, however, that when some of us analyze our own attitude in this respect, we find ourselves wanting.

There are opportunities at all times and on every hand to do something outside of the ordinary routine to help the Railroad. Recommending our passenger service to a friend or casual acquaintance; turning out an electric light which is burning unnecessarily; using old envelopes for memoranda instead of good paper; commending fellow employes, especially those in train service, when we see them do particularly thoughtful things for passengers; telling everybody we meet that the Baltimore and Ohio is trying to get business on the sheer merit of service, and urging them to give it a trial; being considerate of passengers in the way we use our free transportation; making the time fly, and business and our own particular work "hit the ball," not by watching the clock, but by using every minute of our trick on duty to the best advantage; wearing a smile at all times—there is nothing better to keep things moving smoothly.

Preachments such as these make dry reading. Practicing them is not nearly as thankless a task. Give it a trial for two or three days and see how much better satisfied you are with your job and your job is with you.

BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*

MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*



Toledo Chapter Holds Membership Rally and Organizes Ladies' Auxiliary

By W. O. Wallburg
Secretary

LAST September, Grand Vice-President Garvey organized a chapter of the Veterans' Association, with headquarters at Lima, Ohio, the officers elected being:

W. F. Van Horn, president; J. Sweeney, vice-president; F. E. Snyder, treasurer; O. L. Wallburg, secretary. The directors are as follows: J. R. Harboldt, John Schnable, H. O'Brien and Martin Dibling, representing Lima; R. C. Henderson, E. Ledger and R. O'Neill, representing Dayton; S. J. Cook, Thomas White and George Thomas, representing Toledo.

Later it was deemed advisable to hold a membership rally at Lima for the purpose of affording opportunity to all employees on this division who are entitled to membership to join the Association.

The meeting was held on February 17 at Memorial Hall. The "boys" came to Lima from all over the division, bringing their wives as well as other prospective members.

The program opened at 2.00 p. m. with the organization of a Ladies' Auxiliary. Anticipating Mr. Garvey's coming on this occasion, Mrs. O. L. Wallburg with her corps of workers had got in touch with the wives of many of the Railroad men, and through her efforts a goodly number of the ladies were present at the rally.

Mr. Garvey proceeded to give his usual splendid address concerning the purposes and activities of this Association and the benefits to be derived through the organization of an Auxiliary.

After his address he proceeded with the election of officers for the Ladies' Auxiliary.

The election resulted as follows:

President, Mrs. O. L. Wallburg; vice-president, Mrs. W. F. Van Horn; recording secretary, Mrs. Charles Day; financial secretary, Mrs. Emmett Shank; treasurer, Mrs. John Sweeney; sergeant-at-arms, Mrs. R. M. Lane.

The ladies were then enrolled in the membership of the Auxiliary. The enthu-

siasm and interest displayed were remarkable. They seemed to be imbued with the idea that it was the biggest thing that had ever happened on the Railroad in this particular line, and were to become a part of so great an organization. After taking care of a number of questions which arose in connection with the business of the Auxiliary, Mr. Sturmer closed the meeting with a fine address, enlarging upon the benefits of the organization and the possibilities that lay before all those present.

After an hour's social good fellowship, all adjourned to the main hall and partook of the banquet served there by the Women's Relief Corps, who furnished a splendid dinner and first class service, and who are to be congratulated for having such an efficient organization to take care of a matter of this kind. Then the Baltimore and Ohio Minstrel Troupe gave their performance for the entertainment of this organization. This was originally given at the time of the Safety rally on February 11 and was so successful that the officers of the Veterans' Association were besieged with requests to have them repeat their performance at their rally.

Following the performance of the minstrel troupe, Mayor F. A. Burkhardt, representing the city, gave a delightful address. Mr. Burkhardt was followed by General Manager R. M. Begien, who expressed his delighted surprise at the great number of Veterans present, saying that previous to his coming to Lima he had formulated a different idea of the number of those that would be present. He congratulated the officers and all those that assisted in assembling such a goodly number. Mr. Begien was followed by General Superintendent F. B. Mitchell, who was also greatly impressed by the success of the meeting and spoke with respect to the Veterans and their wives, one and all working together all the time to make "Safety" the motto of their association with the Railroad.

Mr. Mann then followed with a talk on the organization and also on "Safety." I am sure that the presence of the three managing officers of the division mingling among the Veterans and their wives and families was of great value in cementing the feeling of cooperation and loyalty to the Company.

Mr. Garvey closed this part of the program by a most inspiring address, elaborating upon the value of the principles of this Association and the great possibilities before the Veterans in its development. He also brought up the proposition of solicitation by the Veterans from among business men of the city of new business to be handled by the Baltimore and Ohio. This is a fine idea and the Veterans can by this means not only assist the Railroad in this present crisis, but also furnish the means for increased employment among themselves and their fellows.

President W. F. Van Horn, of the Toledo Veterans' Association, acted as toastmaster during the entire program.

The floor was cleared and dancing was enjoyed by a great number present until a late hour. This concluded the program of the day, and every one present expressed himself as having thoroughly enjoyed the meeting.

The results of this meeting can hardly be expressed on paper or brought out in figures, but the spirit that was manifested at that time has spread itself to all parts of the division, and on every hand and everywhere, "the boys" are still talking about the big time at Lima.

This meeting in connection with the "Safety First" entertainment, and the fact that Lima carried away second prize in the essay contest, has certainly put Lima on the map, and employees on other parts of the System will have to recognize that there is a great big section of the Baltimore and Ohio family at this point who are just as much interested in the progress and success of the Railroad as any other terminal on the system.

A Martinsburg Celebrity

ANOTHER celebrity among the Martinsburg Veterans is Thomas Sakeman, pensioned fireman, age 75. Known to the Railroad men as "Shorty," he is possessed of a good temper and a sense of humor.

When "Shorty" was in active service he always knew how to attend to an engine that was not doing its duty. We cannot vouch for the truth of the statement, but his fellow workmen tell us that whenever they found a yard engine that was not steaming as it should, the yardmaster would put "Shorty" on it, giving him at the same time a good plug of chewing tobacco. In a few minutes the pop would go up and the engine would be working normally. If anybody ever mentions the word "seniority" to "Shorty," he says, "I worked for this Company long before that word was ever put into the dictionary."

Baltimore Veterans Have Gay Time at Entertainment and Dance

"TUM-TI-TUM, tum-ti-tum-tum!" hummed President Bowers into President Sturmer's ear, as he kept time with foot to the music of the fox trot as couple after couple of young folk crowded the floor of Lehmann Hall on the night of March 31. And then, his harmonious soul being no longer able to resist the call of music, Brother Bowers put an arm about the graceful form of "Uncle Joe" Covell, and the two glided away, across the vestibule and under the gallery, for there was no other space left in which a fellow could "shake his foot." For this was the night of nights, and fun was the order of the evening.

Beginning shortly after eight o'clock with a minstrel show, which was heartily enjoyed by all who were fortunate enough to get inside the hall, and ending with a dance, in which everybody participated wherever there was foot room, the entertainment held by the Baltimore Veterans was a pronounced success. The only regrettable feature was the lack of space. About 1500 persons were able to squeeze into the hall, and it is estimated that about 1000 were turned away.

"We ought to have had some larger place," remarked Brother Sturmer, "I told 'em so! Moose Hall might have done it, or the Lyric, perhaps."

"Well, as long as we haven't got the Lyric, we might as well make the best of it," replied Brother Bowers, embracing "Uncle Joe" for the second time, and executing another "down and across."

"Hold on, there, you don't suppose you're going to monopolize all of Brother Covell's time, do you? Where do I come in?" And the brother Veterans were then treated to an exhibition of toe dancing—meaning that they danced quite unmindful of how they stepped upon each other's toes.

There were visitors from Willard, Ohio, Garrett, Ind., Cumberland and Brunswick.

Particularly did the Veterans welcome President G. K. Bell, of the Willard chapter. Mr. Bell had come for the special purpose of attending this entertainment, and it is hoped that he will pay us a longer visit next time. We also hope that he will bring the "Missus" to see us. We understand that she started out with him, but that she deserted him at Newark.

The "Temple of Fun and Frolic" was the name of the minstrel show, given by both male and female minstrels. The jokes were many and humorous.

"Bones," said the interlocutor, "you seem to be all down and out tonight, what ails you?"

"Headache, Boss, headache."

"Then, why don't you try my remedy. Why, whenever I have a headache, I go home, stretch out in my Morris chair, and

my wife comes and strokes my fevered brow. Then, I find that the pain soon disappears. Why don't you try that?"

"So I will, Boss, so I will. What time will I be likely to find your wife at home?"

Organization of Ladies' Auxiliary at Grafton, W. Va.

By Mrs. W. E. Hodel
President

At a meeting held on March 7 at the Veterans' Hall, Mr. Garvey, grand vice-president, was present to make arrangements for the date of organizing a Ladies' Auxiliary of the Grafton Chapter of Veterans. To his surprise, we had 60 ladies present, and Mr. Garvey was informed that we were ready for organization. Highly pleased, he proceeded with the organization. The following officers were elected for the ensuing year:

President, Mrs. W. E. Hodel; vice-president, Mrs. F. M. Keane; recording secretary, Mrs. Alvey Wagner; financial secretary, Mrs. C. O. Thayer; treasurer, Mrs. John J. Cassell; sergeant-at-arms, Mrs. Fred McFarland. Entertainment committee: Mrs. William P. Clark, Mrs. Charles

Flanagan, Mrs. Charles Cassell. Committee for looking after the sick: Mrs. W. B. Porterfield, Mrs. Mary Coon, and Mrs. Edward Cassell. Other committees were held open until our organization is permanent.

An interesting talk was given by Mr. Garvey, and he was assured that in due time the Grafton Auxiliary would be as large as any other along the line. As we have already solicited 200 names (Baltimore Chapter, beware!), we are certain of many among them.

Since some of our brother Veterans had set their hearts upon having a banquet on the occasion of our organization, Brother Garvey sent out for a generous supply of peanuts to appease the appetites of these brethren. The big banquet will come later.

Men Play Cooks for Women "Vets" at Newark

By W. E. Laird

An enjoyable occasion was the joint meeting of the Newark Division Veterans' Association and the Ladies' Auxiliary held in the Engineers' Hall, East Newark, Ohio, on the evening of April 7. The hall was filled to capacity, there being about 300 present. During the business session about 15 new members were taken in, and arrangements were made for the use of the Engineers' Hall as a regular meeting place for the two organizations in the future.

The balance of the evening was devoted to various social features, and the serving of

a substantial and choice lunch by the Men's Entertainment Committee, composed of Jesse Walters, E. L. Little and J. E. Powell. After this came the music and dancing. Caterer Walters, who had previously made himself famous as a master-humorist, also entertained and kept the crowd in a continual uproar, which did not subside until sometime after he had left the platform.

Captain John Doyle, Colonel Joseph Robe and President "Dan" Moriarity were the spokesmen of the evening, and the entertainment was an enjoyable one in its entirety.

*Balta & Washington Railroad Receipt
James A. Huppman and son, Baltimore, Md.
shipped H. L. Simpson, 1145 N. 1st St.
which we promise to deliver at
Washington
Feb 10 - 1838*

W. A. H. H.

Receipt issued by the Baltimore and Washington Railroad (now the Baltimore and Ohio) in 1838 for a bundle of leather shipped by the grandfather of N. M. Huppman, now assistant paymaster of the Railroad

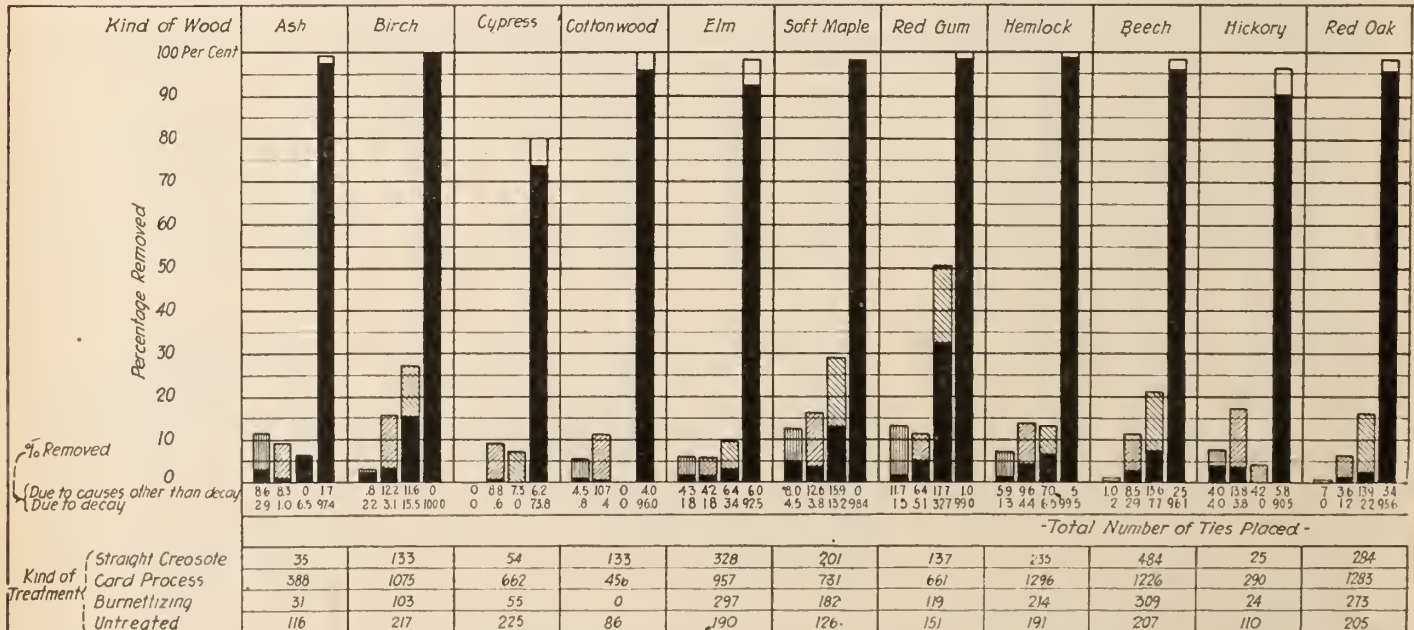
Views at Our Green Spring Timber Preservation Plant and Graphic



Ever see a million ties at one time? There are more than a million at the Green Spring Plant now, about half of them shown in this picture. The panorama camera
Actually the line of track



View at Green Spring Plant looking east from Main Building



A graphic representation of the results to date of 11 years' investigation on treated or untreated ties of various woods, Burlington Railroad

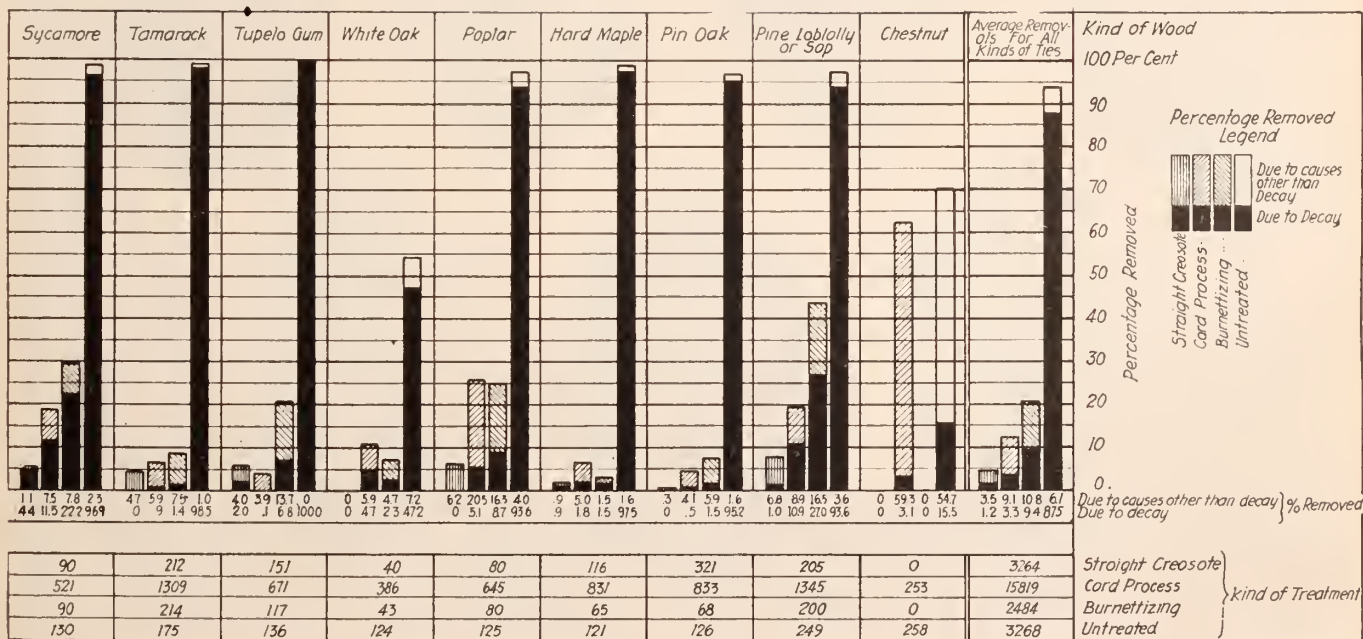
Charts, Illustrating Article Appearing on Pages 12-17 of this Issue



which this and the picture below were made, creates an optical illusion. The track in foreground and the piles of ties look as if built on two sides of a rectangle. The ties shown is straight



Note types of engines and tram cars used for hauling ties



Note how rapidly the untreated ties, shown by the long black lines in the fourth position, were removed, because of decay

Charts by courtesy of Railway Purchases and Stores

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
J. H. COULBOURN.....	Passenger Baggage man.....	Philadelphia, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

Motive Power Department

L. A. CATHER.....	Machinist.....	Fairmont, W. Va.
W. D. LENDERKING.....	Plumber.....	Baltimore, Md.
D. J. REID.....	Machinist.....	East Chicago, Ind.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

Maintenance of Way Department

IRA E. BAKER.....	Section Foreman.....	Kanawha Station, W. Va.
J. J. PRICE.....	Account Clerk.....	Newark, Ohio.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

Statement of Pension Feature

Pensions have been granted to the following employees who were honorably retired during the month of March, 1921.

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Alderton, William L.....	Tender Repairer.....	Motive Power.....	Cumberland.....	36
Ball, Isaac C.....	Agent.....	Conducting Transportation.....	Newark.....	47
Brenard, Charles A.....	Machinist.....	Motive Power.....	Monongah.....	40
Creak, Henry M.....	Engineer.....	Conducting Transportation.....	Cumberland.....	39
Derby, Hiram W.....	Baggage man.....	Conducting Transportation.....	Toledo.....	43
Douglas, Thomas P.....	Machinist.....	Motive Power.....	Cumberland.....	32
Hilton, James A.....	Machinist.....	Elevator.....	Mt. Clare.....	47
Long, Benjamin, F.....	Material Distributor.....	Stores.....	Baltimore.....	46
Marshall, John T.....	Material Distributor.....	Stores.....	Baltimore.....	49
McLaughlin, James.....	Tallyman.....	Conducting Transportation.....	Indiana.....	22
Robinette, W. S.....	Engineer.....	Conducting Transportation.....	Newark.....	44
Schultheis, Gottfried.....	Trackman.....	Maintenance of Way.....	Cleveland.....	22
Selby, John T.....	Blacksmith.....	Motive Power.....	Newark.....	34

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

During the calendar year 1920, \$342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to February 28, 1921, amount to \$4,318,776.05.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Beatty, Robert.....	Fireman.....	Conducting Transportation.....	Wheeling.....	March 8, 1921.....	27
Finucan, Michael.....	Foreman.....	Maintenance of Way.....	Pittsburgh.....	March 5, 1921.....	26
Grady, Edward.....	Foreman.....	Maintenance of Way.....	Philadelphia.....	March 1, 1921.....	38
Holzinger, Charles.....	Machinist.....	Motive Power.....	Chicago.....	March 11, 1921.....	33
Hurley, Michael.....	Laborer.....	Stores.....	Baltimore.....	March 6, 1921.....	34
LaBounty, Ira.....	Brakeman.....	Conducting Transportation.....	Chicago.....	March 15, 1921.....	28
Oehrl, George F.....	Night Clerk.....	Transportation.....	All.....	March 18, 1921.....	20
Schultheis, Gottfried.....	Trackman.....	Maintenance of Way.....	Cleveland.....	March 9, 1921.....	22
Spence, Taylor.....	Passenger Conductor.....	Conducting Transportation.....	Newark.....	February 21, 1921.....	52
Sponenberger, W.....	Passenger Conductor.....	Conducting Transportation.....	Toledo.....	February 6, 1921.....	51
Stine, John J.....	Watchman.....	Conducting Transportation.....	Newark.....	March 12, 1921.....	32
Upton, Sidney.....	Carpenter.....	Motive Power.....	Illinois.....	March 7, 1921.....	21
Vance, James.....	Engineer.....	Conducting Transportation.....	Wheeling.....	March 20, 1921.....	46
White, John N.....	Carpenter.....	Motive Power.....	Baltimore.....	March 21, 1921.....	21

Pensioners' Roll of Honor

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

GOLDSMITH—"The Deserted Village"

Joseph E. Ruby

Joseph E. Ruby, pensioned conductor, Baltimore Division, first came to the Railroad on September 2, 1879. We'll let him tell us his own story:

"I am thankful that I had employment in the service as brakeman and conductor for 41 years, 4 months and 6 days.

"When I started in, they had camels and Jersey engines. A man told me the other day that if he could do as well as I, he'd be glad. Why, I could dance a jig on the running board of a box car now. If he had been braking when I did, he would have had to dance. Nowadays they don't have to dance. When we got the 1200 engines, we just knew they couldn't get any bigger ones, but now they have twins, two engines in one. We were a bit wrong, I think.

"I got \$1.35 per day of 100 miles; if the trip took two days, the pay was \$2.50 per day. After two years running now they get a whole lot more than this, and they have big engines now, sometimes three of them to a train.

"I have been one of the lucky ones; I got hurt four times, but I am still alive, and it is God who has cared for me, and I give Him all the thanks. I hope that the Baltimore and Ohio men and the Company will prosper without me. I don't know that I have any enemies, but I know that I have many friends. I was retired on January 8, this year.

"My life is a wearisome journey,
Oftimes I long for rest,
But He has appointed my pathway,
He knows what is needful and best.

"So, I'll try to press hopefully onward,
Thinking often of this every day:
All the toil of the road will be over,
When we get to the end of the way."

"Yours truly,
"UNCLE JOE."

John T. Selby

John T. Selby, one of our recently retired employes, was born on November 2, 1853, in Montgomery County, Md. He entered the service of the Railroad at Bellaire, Ohio, July 15, 1885, as blacksmith. He was transferred to Newark on September 1, 1890. Here he served the Company faithfully until his retirement on January 9, this year.

Charles H. Rogers

Charles H. Rogers, pensioned tinner, was born in Newark, Ohio, on July 7, 1855. He went to work with the Railroad on December 20, 1886, as tinner, Motive Power Department, Newark. In 1889 he was made foreman tinner in the passenger car shop at Newark, and in 1895 was transferred to Zanesville in the same capacity. At the time of the big flood in 1913, he was transferred to the Maintenance of Way Department, Zanesville, and later in the same year was sent back to Newark as tinner, Maintenance of Way Department. He was pensioned on January 9, this year.

(Continued on page 46)



OUR PENSIONERS

Left to right, upper row: John T. Selby, Hiram W. Derby, John W. Snarr, George W. Callaway. Lower row: Charles H. Rogers, Joseph E. Ruby, John B. Woolson and his little grandson

Women's Department

Edited by MARGARET TALBOTT STEVENS

The Wheat Fields of May

*Chuff-a-chuff, rumble,
Chuff-a-chuff, grumble,
Swings the long train 'round the hillsides of Spring,
But far above roar and high above rumble,
As far as the eye of a creature can see,
High on the hills, nodding gaily and free,
Peeping at you and smiling at me,
The waving young plants now their promises bring.*

*Chuff-a-chuff, swinging,
Chuff-a-chuff, singing,
And the green fields of wheat, their rich harvests foretell,
Of long days in Summer with dewdrops a-clinging,
Of the crackle of footsteps when brown stubbles yield,
Of barns overflowing with the wealth of the field,
Of workers who sing to the sharp sickle's wield,
And echoes repeating their songs in the dell.*

*Chuff-a-chuff, hieing,
Chuff-a-chuff, flying,
With raindrops to freshen each thirsty green thing,
With sunbeams to cheer when the brooklets are sighing,
And breezes, all filled with the brine of the sea,
That swing o'er the hilltops and dance o'er the lea—
But the wheat fields of Maytime now beckon to me
To ride on a train 'round the hillsides of Spring.*

Dinner Pail Prize Contest Closes on June 1

IN LAST month's issue there was outlined a plan for a prize contest for our Railroad women on the preparation of lunches for the workingman. Read all about it and send in your contribution if you have not already done so. We are naturally anxious to have a good showing in the contest, but the real aim of the campaign is to help each other.

There are women who prepare lunches every day; there are those who prepare them occasionally, and there are those who never have done such a thing because they have hated to tackle the job. It is a mean job, as many will tell you. You have to think and worry about what to put in. Maybe your husband, brother or son likes only certain foods; maybe you live a good distance from a grocery; maybe it means that you have to get up much earlier in order to put up the lunch, but—

If you can write out the list of things that you put into the lunch pail or box that goes out of your house, you will certainly help young Mrs. Jones, who is anxious to

put up a lunch for her husband but who doesn't know just how to vary the menu from day to day, or how to prepare the little extra articles that go to help make the lunch palatable. Mrs. Smith will see your menu and recall that her son used to like peach tarts or tongue sandwiches like those you told about. Miss Brown will realize that she is putting too much meat and not enough fruit, or vice versa, into her father's lunch box—and don't you see how each of your ideas may help somebody else?

At the April meeting of the Baltimore Chapter of Veterans, there were about 25 or 30 men who told us that they put up their own lunches. Bully for them, we say! If they want to help the "Missus" by doing this and saving her time and worry, why, we take off our hats to them. Now, if they want to help her more, we suggest that John and the "Missus" put their heads together and write up that sample menu for six lunches. Then, when the prize money comes, Hurrah! They can both go to the movies!

Read the April issue for rules of the contest, then send your contributions to: Associate Editor, BALTIMORE AND OHIO MAGAZINE, Mt. Royal Station, Baltimore, Md.

Following are the names of the judges:

- Mrs. G. A. Bowers,**
Wife of general foreman of engines,
Riverside, Md.
- Mrs. Frank Keane,**
Wife of I. C. C. inspector,
Grafton, W. Va.
- Mrs. George B. Luckey,**
Wife of chief photographer,
Hyattsville, Md.
- Mrs. T. Parkin Scott,**
Wife of chief clerk, Savings Feature,
Relief Department,
Relay, Md.
- Mrs. Charles A. Thompson,**
Wife of assistant supervisor, Baltimore
Division,
Relay, Md.

Recipes

Chicken Salad

2 eggs, well beaten; 2 tablespoons vinegar; ½ teaspoon salt; ½ teaspoon mustard; dash red pepper; butter size of an egg.

Put vinegar, salt, mustard, pepper and butter into saucepan and set over fire. As soon as butter is melted, add the beaten eggs. Add slowly ½ cup milk, stirring all the while. Boil until of the consistency of custard.

Wipe dry the celery and lettuce. Chop together the chicken, celery, and hearts of the lettuce. Mix in dressing just before serving. This dressing will keep for several days if put into a closed jar and kept in a cool place.

Strawberry Shortcake

1 egg; 1 cup sugar; 1 cup milk; ⅓ cup shortening; 2½ cups flour; ½ teaspoon salt; 1 teaspoon vanilla. Mix well and bake in two layers.

Crush 1 quart strawberries. Spread between layers and on top of cake. Add whipped cream in another layer on the top, and decorate with whole berries.

Here's something to make for the children when they play circus. Ho, for the pink lemonade!

Circus Punch

1 orange; 2 lemons; 1½ cup apricot juice; ¼ cup prune juice; ¼ cup cherry juice; 1 cup sugar and 1 cup water for syrup; pink coloring, and 2 quarts of water.

Make syrup of sugar and water, cool, add fruit juices to make one pint; any combinations may be used, with the favorite ones predominating. Chill, serve with cracked ice and cherries. A pretty pink color may be obtained by using vegetable coloring. Recipe will make 2½ quarts.

—Milwaukee Magazine.

Jane

AH, HERE she comes, waddling up the steps like a duck in search of his morning meal! Jane, our Monday morning necessity, is coming from her home in the "dark region" of Vincent Alley to do the washing for "de white folks." Her chocolate face reflects the brightness of the morning sun as she moves along, humming the strains of "Dere's One Wide Ribber to Cross." One arm swings to the rhythm of her music, while the other clutches a well-worn bag, which she hopes to fill with some cast-off clothing or whatever else she may be able to beg of the white folks. She wears a rusty-looking hat, trimmed with two equally rusty feathers, which once adorned the occupant of a neighboring hen-roost. Her feet are enveloped in her husband's shoes, which, although of rather large dimensions, are not too great to bear the burden of her 200 pounds avoirdupois.

"Good mornin,' Miss Agnes," she says as she enters the kitchen, "I'se right on de job dis mornin,' an' 'deed I hopes you's got some good beefsteak fo' mah breakfas.' De Lawd's troof, dis nigger aint had nothin' to eat sence de last time I wuz heah, an' I sho' is hongry. Dat lazy Mistah Brown ob mine done got out ob a job, all on 'count ob him sassin' an' givin' back talk to de boss-man las' Chuesday night. I'se got to wuk turrible hard now to keep mah son Willie dressed up so's he kin go wid good comp'ny. Dat boy is gwine on 22 yeahs old now, an' I'se got to keep him lookin' good, so's he kin shine 'round de ladies.

"Look, Miss Agnes, aint you got a extry pair o' pants to gimme fo' mah Willie? I knows you has, 'cause I seed a ole pair what b'long to yo' Mistah Claude a-hangin' on yo' clothes line de othah day. . . . Thank you ma'am. I'll tell you, mah Willie is gwine look some done up in dem pair o' pants. You know mah Willie is a fine lookin' boy, 'deed he is, ma'am. I b'lieve he's bettah lookin' den yo' Mistah Willie; he looks moah like yo' Mistah Claude. Me an' mah Willie went to a pahty de othah night, an' I'll tell you, we sho' did look swell, 'deed we did. You doan know me when I'se dressed up; I tell you I'se got some figger when I gits mah cossets on!

"Now, Miss Agnes, mah sistah's husban's mothah is done died, an' I'se 'bliged to 'ten' de fun'el, an' I'se gwine ax you if you won't please, ma'am, lend me yo' new black coat to weah to dis fun'el. I'se only gwine to weah it dat one time, and de Lawd knows I aint gwine to git it dirty. . . . Well, I'll 'clare to goodness, Miss Agnes, ef you don't beat all! Won't eben lend a po' woman yo' coat to weah to a fun'el. Well, den, mebbe you'll gimme dis ole lace dress. I'd lub to hab it to mek mah baby a christenin' dress outen it.

"Miss Elsie, please, Miss, go down de cellah an' git de wash-tubs. 'Deed I'se got rheumaticks so bad dis mornin' dat I could

hahdly turn out o' bade. Miss Agnes, I knows you's gwine to mek de starch fo' me, aint you? I don't know nothin' 'bout dese fool gas ranges, nohow. Heah, chile, put dis clothes line up fo' me; ebery time I lif' mah hands above mah hade I gits de death rattles in mah yeahs, an' de Lawd knows I don't want to go to no moah fun'els ef I aint got no coat to weah. I aint eben got no coat to weah to chu'ch nex' Sunday to git mah baby christened.

"Goodness gracious, Miss Elsie! You say you aint knowed I'se got a baby? 'Deed I'se got a good-lookin' baby. Ya-as'm, ya-as ma'am, he's mah own baby, he is. I done bought an' paid fo' him. I'se gwine hab him christen' nex Sunday, too, an' dat's why I want you to gib me a dress fo' him. Yas, ma'am, I done got dat baby last week. Wheah did I git him? Lissen.

"Twuz all dis-a-way. You know dat yaller gal name Ethelindy Jones, what come 'roun' heah to he'p me one day? Well, dis heah wuz her baby. Dat gal been boardin' wid me fo' a long time, eber sence she went an' lef' her husban,' dat no-'count Teddy Rosevlt Jones, what shine shoes roun' on Vine Street when de weathah is wahn, an' what is content wid doin' a whole lot less when it aint. No, ma'am, she aint got no divo'ce, she aint had no money fo' to git no

divo'ce; she jes' ups, an' as I say, comes to mah house to board. Co'se I felt sorry fo' her an' let her stay dere. But, what you reckon dat gal done? She stay at mah house clear from de fust day ob December till las' We'nsday, an' aftah I done give dat gale a place fo' to sleep an' somepin' to eat, fo' foah whole months, not one red cent did she gimme.

"Well, den, de othah day, she ups an' tells me dat she wuz gwine to leave an' take up wid some othah good-fo'-nothin' nigger. Den dey wuzn't but one thing lef' fo' me to do. I'se got to habe somepin' to pay for dat board, so I jes' nachu'llly ups an' takes dat baby."

Cookless Mayonnaise Dressing

Contributed by Mrs. Esther Spreenborg, statement clerk, South Chicago.

1 can Eagle Brand sweetened condensed milk (Bordens).

2 eggs, beaten together well.

½ teaspoon salt.

½ teaspoon dry mustard.

1 tablespoon melted butter,

and the last thing add one cup of white vinegar; or three-quarters vinegar and balance water, if too strong, or one-half each to taste.

Dear Women Readers:

One year ago this month our new Women's Department began its career in our MAGAZINE, and it seems as though we ought to have some kind of celebration. Let's have a meeting right away of all those who helped make up the pages during the past year, and of all those who are going to help us during the coming year. Here we are, all present, and each ready to do her share.

First, we'll have a review of our department for the past year. We started in with the news of the doings of the Ladies' Auxiliary, but soon found that it was best to run this news along with that of the Veterans' Association in order to make room for the other contributions that our girls were sending in. With such articles as "Do You Like My Dress?" from Matilda Baer, and "Welcoming the New Girls" from one of our stenographers, the department grew from three to five pages. The pattern section is now becoming quite a department in itself. The Children's Page shows what the little people can do for themselves. Last month they ran nearly the whole of their two pages, and there are a number of contributions of poetry, pictures and stories, which we have not been able to publish because of lack of space.

I want to thank all of those who have helped build up both of these departments, and to express the hope that we may have many new contributors for this volume of the MAGAZINE.

One thing more, remember the "Dinner-Pail Contest." This is open to all of the wives, mothers, daughters, and sisters of our employees, who have ever put up lunches for the men in their families. Of course, there are lots of our girls in the offices who are not eligible to enter the competition, but the time is soon coming for them. Meanwhile, you may help by passing the good word along to some woman who does pack a lunch for her railroad husband, father, son, or brother. You will find the rules of the contest in last month's MAGAZINE. Read them over carefully, then get out your pen or your typewriter, as the case may be, and tell us what goes into the lunch box. Our men must be well fed if they are to do their work properly, and your menus may help some woman who reads these pages and is forever worried with the thought, "What shall I get for John's lunch tomorrow?" Then, too, every woman has the chance to win a prize. The contest closes on June 1.

Now, since there is no more new business, the meeting will adjourn, until the month of June. Meanwhile, on with the recipes, the stories, photographs, poems and articles about your work!

Yours sincerely,

Margaret Talbott Stevens

Associate Editor.

Frocks, Blouses and Capes Exploit Ideas of Unexpected Individuality

THE new modes feature variety because they are individual. Almost every frock, blouse or wrap that one sees exploits some pet idea of its particular

designer, hence it is different. Even the imported models which home dressmakers copy fail to escape the various little rearrangements which make them distinctive to their wearers. So here we find one of the reasons for the increasing popularity of simple styles. A simple frock is always beautiful; but a beautiful one is not always simple.

The combination idea continues to control the development of smart feminine apparel. The most unexpected fabrics are used together, and almost always with charming results. To keep a frock youthful is one of the big purposes of Fashion. A design in black taffeta combined with organdy in both simple and youthful. The blouse is cut with a tunic and has vest,

plain tailored suit without destroying the strictly tailleur idea.

LADIES' SLIP-ON BLOUSE No. 9193. Seven sizes, 34 to 46 inches bust. Size 36 requires 2 yards 36-inch material. Without lining, having round neck and closed on the shoulders. The back of blouse and the sides of front section are gathered to a waistband. Girdle sections are attached to the front of blouse; the girdle is closed at center-back. One-piece flowing sleeves or one-piece sleeves gathered to deep cuffs. Price, 30 cents. No. 12570, blue or yellow transfer pattern, 30 cents.

DRESS No. 9424. Sizes 34 to 48 inches bust. Price, 35 cents.

DRESS No. 9415. Sizes 34 to 48 inches bust. Price, 35 cents.

DRESS No. 9432. Sizes 6 to 14 years. Price, 30 cents.

DRESS No. 9422. Sizes 34 to 48 inches bust. Price, 35 cents.

DRESS No. 9413. Sizes 34 to 44 inches bust. Price, 35 cents.

DRESS No. 9439. Sizes 34 to 48 inches bust. Price, 35 cents.

DRESS No. 9433. Sizes 34 to 44 inches bust. Price, 35 cents.

It is a rare letter from a mother to a son that doesn't tell him to be good; and a rare letter from a mother to a daughter that doesn't express the hope that she is having a good time.



EMBROIDERY
NO. 12570

9193

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WOMEN READERS!

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

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

Name
Street
City.....State.....
Size.....
Send pattern number.....

Long-Waisted Dress of Blue Tricotine with Blue and Gray Decorative Scheme

A MODEL that is the embodiment of girlish grace is this long-waisted dress of dark blue tricotine, with vest of gray satin and braiding and sash of self-color. The waist, with turn-down collar, closes on the left shoulder and under the left arm. The front is cut away to show the inset vest, then outlined with braid. The sleeves may be three-quarter length or long and close fitting. Attached to the waist is a two-piece skirt. The sash is slipped underneath the outer waist and tied at the left side. Medium size requires $3\frac{3}{8}$ yards of $\frac{5}{8}$ -inch material, with $\frac{3}{4}$ yard satin, and $\frac{7}{8}$ yard lining for underbody.

The model is reduced to the simplest possible terms for the benefit of the home dressmaker. To cut the skirt and waist so that all the seams possible will be omitted, fold the tricotine in half. Then, along the lengthwise fold, place the front and back gore of the skirt and outer front of the blouse. Above the outer front of the blouse, lay the sleeve, with large "O" perforations along a lengthwise thread. The outer back is also laid along a lengthwise fold of the goods, and the vest should be arranged in the same way, so that it will be seamless. The underfacing of the collar is placed on the tricotine with large "O" perforations along a lengthwise thread. Ribbon may be used for the sash. In cutting the lining,

the back section of the pattern has the triple "TTT" perforations resting along the lengthwise fold, while the front has its straight edge parallel with the selvage edges.

For a foundation, first make the underbody. Close under-arm and shoulder seams as notched, then hem the front. Take the gray satin vest next, and hem the upper edge. Adjust to position on right underbody front with center-fronts, single large "O" and double small "oo" perforations even. Be sure to indicate perforations and make notches when cutting the goods. Finish left side edges of vest for closing.

Next, close both underarm and shoulder seams of the blouse and gather lower edge between "T" perforations. Face the opening and stitch with braid. Face the collar and sew to neck edge as notched. Close



the skirt, with center-fronts, single and double small "oo" perforations even. Arrange the sash around the waist underneath the outer blouse, draw ends out through an opening at left under-arm seam and tie at left side.

DRESS No. 9239. Sizes 14 to 20 years. Price, 35 cents.

Draped One-Piece Frock

Pictorial Review DRESS No. 9185. Sizes, 34 to 48 inches bust. Price, 35 cents. Embroidery No. 12511. Transfer, blue or yellow, 25 cents.

Simple Frock of Satin

Pictorial Review DRESS No. 9196. Sizes, 34 to 44 inches bust. Price, 35 cents.

For the Resort Season

Pictorial Review DRESS No. 9079. Sizes, 34 to 48 inches bust. Price, 35 cents.

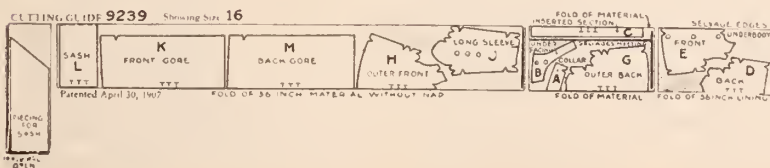
BOYS' OVERALLS No. 8035. Five sizes, 4 to 12 years. Size 8 requires $2\frac{3}{4}$ yards $\frac{3}{8}$ -inch material. The front of waist and side-closing trousers cut in one. High neck with rolling collar, perforated for low round neck. Price, 20 cents.

Chlorine, the dusky queen of the kitchen, showed up at the receiving teller's booth with an air of determination on her midnight features.

"Ah wants you should take care of dis yeah cash fo' a while," she remarked, plunking down her savings of several years.

"Why, Chlorine," ejaculated the teller, who knew her of old, "I thought you always said you'd never trust the bank."

"Dat's all right, dat's all right, but de circumferences surrondin' de matter makes me change mah mind. Yo' see, I'se gwine get married an' Ah don't want dat much money 'round de house with no strange cullud man on the premises."—*American Legion Weekly*.





A Circus in the Barn

Dear Girls and Boys:

What is a Jigamaroo? Oh, you don't know? I thought you wouldn't, and that's the reason I'm going to tell you.

Long, long, long ago, when I was a little girl, I had two brothers, one older, the other younger than I. We lived in the country on a farm, 12 miles from the nearest town. There were pigs, cows, three dogs, three or four cats and hundreds of chickens. There was a big barn where we children often played when it was not filled with the long, green leaves or the big, brown piles of tobacco. Lots of boys and girls lived on the farms nearby, and oh, what fun we used to have during vacation and on Saturday afternoons!

One day my older brother, who was then about 11 years old, came running to me.

"Guess what!" he shouted, "Circus is coming to town. I wonder if father will let us go."

"Oh, goody!" I cried, "Who told you?"

"There's a man who is putting signs up all over the barns and fences in the village. He says there'll be elephants, and tigers, and lions, and bareback riders, and *twenty-five clowns!*"

Twenty-five clowns! We had never been to a real circus. At a dog show that had stopped at the village a year before there had been *two* clowns, but *twenty-five!*

"Come, we'll ask father," I said, and we both ran to the garden.

"Please, father, take us to the circus," we begged. Father stopped hoeing, lifted me up on his shoulder, and walked over to the gate where we all sat on a wheelbarrow.

"Sorry, kiddies, but I have to be in Baltimore all next week, and there isn't anybody to take you. I'll tell you what. Why don't you play circus for yourselves? Ask some of the boys and girls to come over. Mother will make you some pink lemonade, and I'll help you as much as I can before I go away. Put up a few trapeze swings in the barn, stretch a tight-rope near to the ground, and there you'll be. Go ahead with your plans, and if you need any help, call on 'Billy.' " ("Billy" was our hired man.)

For the next week we were as busy as little bees. Mother gave us some old strips of muslin and showed me how to make a

clown suit for little John, my younger brother, and a spangled dress for myself. We enlisted the services of Julius, a colored boy, to act as handy man, never dreaming that he, too, had schemes in his little black head. How we planned and worked! How we trained the dogs to do tricks! Many were the good pieces of meat that we stuffed into the ever greedy cats in the endeavor to make them act, too.

At last the happy day arrived. An hour before the circus was scheduled to begin, Julius came running to me.

"Say, Miss Mary, kin you make me a blanket for a jigamaroo?"

"A wha-a-at!"

"He! He! He! I sez kin you make me a blanket fer a jigamaroo? I'm fixin' up a jigamaroo, an' I want a sort of a blanket to use for a saddle. It's got to be about this long" (measuring with his arms) "an' about this wide, an' good an' thick. S'posin' you try to make one out of dese two grass bags. Ef you'll sew it together an' put some red ribbons on it, I'll put de fastenin's on it an' hab dat jigamaroo so pretty he won't know hisself."

Try as I might, I couldn't get Julius to tell me what sort of a beast or bird the jigamaroo is, but I made the blanket according to directions.

Soon the boys and girls began to come. The admission fee was one penny, the proceeds to go towards a moving picture machine. "Billy" had built a half-dozen long benches for the audience, placing two chairs at the very front as "reserved seats" for mother and grandmother. An entrance had been screened off on each side of the barn. A big ring was marked off in the center. Around this, amid shouts from the children in the audience, the big parade started.

Such queer looking creatures you never saw in your life! You all know, of course, that tigers are tawny and black striped. Our tiger, however, was pink and white. The shaggy, white coat of our oldest and least handsome dog had been striped with the deepest pink that poke berries could make it. A very tame tiger he was, lying sleepily in his cage, which was made of a slatted box on wheels.

Next came the giraffe—"Billy"—dis-

guised with a covering made of a yellow horse blanket with black spots sewed all over it. The neck was made of a six-foot plank, covered with the same kind of material; at the end of this perched a little stuffed head with prominent ears. True, the giraffe had only two feet, but that made it funnier.

Then there was the elephant, made in the same manner by the two Jones boys, who had borrowed two pairs of gray trousers and a gray blanket. With their heads bent low, the blanket spread over the two together, a pair of cow's horns for tusks, and the two ends of the blanket wrapped and twisted to represent a trunk and a tail, respectively, we had a noble looking elephant indeed.

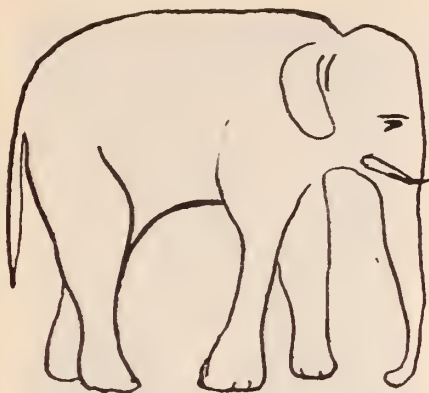
All went well until came Pete, the big rooster, hitched to a little cart in which sat little John's stuffed cat. I suppose it would be more appropriate to say the cat hung there, for she had been tied in. Pete wasn't satisfied with walking in like a gentleman, but insisted on flying up to the rafters with the cart and the cat hanging on to him. After him jumped Rover, the dog who was scheduled to sing to the accompaniment of the mouth organ. Alas for his voice! He used it up entirely barking at Pete. It was some time before order could be restored and the program continued.

I wish I had time to tell you all about all of the animals and funny people who took part in the parade, but I must hurry along with the story. Little John, dressed as a clown, came out and sang several funny songs to the accompaniment of a Jew's harp, played by my older brother, who did the double duty of musical entertainer and master of ceremonies. Then came my stunt on the tight rope. I am sure you would have been horrified to see your old Aunt Mary walking on a rope that had been stretched between two of the upright posts in the barn, but you must remember, she was a little girl then, and the rope was not more than a foot high from the ground.



May, the tight-rope walker

Drawn by Ethel Gardiner, Baltimore



Drawn by Gladys Shaw, Fairmont, W. Va.

Then there was Puss in Boots, the Tattoo Man, the Fattest Lady on Earth, and at last—the Jigamaroo.

At the left entrance stood little black Julius, pulling and struggling at the end of a rope.

"Come on, suh! Come on, you Mistah Jigamaroo! Ain't you got no raisin'? What'll all dese white folks think of you? Ain't I done mah beatest to train you, an' heah you is, backin' down on de job at de las' minute. Come on!!" And with a mighty tug that knocked Julius off his feet, on came the Jigamaroo in all his pomp and majesty! He stood about two feet high. Trousers covered his four legs. His head had the antlers of a deer; his tail was about three feet long with a cowbell tied on the end of it. Covering his face and under his horns was a woman's bonnet, tied securely beneath his chin. On his back was the blanket made of bags and decorated with red ribbons.

Where did Julius get it? Where did it come from? What was it? Nobody knew.

Suddenly the Jigamaroo turned, kicked up his hind legs, snorted, grunted, jumped, and raised such a cloud of dust that boys and girls got to sneezing and running to the door. Some of them were really frightened. Several of the girls screamed as the Jigamaroo made a wild dash under the seats and rushed toward the door. Mother and grandmother grabbed up their skirts and jumped upon their chairs.

"Look! Look!" screamed one of the Jones twins as we all made for the door. The deer antlers suddenly flew into the air, the blanket with its red ribbons was being trampled under the feet of the beast, the trousers hung on the fence as he went through, and away across the hill ran our old hog, with Julius' mother's sunbonnet still tied under his chin!

So that was the Jigamaroo. And after we had all had a good laugh, we went to the house where mother gave us all the circus punch that we could drink and all the little cakes we could eat.

The recipe for circus punch is in the recipe column. Perhaps mother will make some for you some day.

For July we'll have the flower page. Try to have your stories, poems, and pic-

tures in by June 5, and I'm sure we'll have as nice as page as this one.

Love to all,

Aunt Mary

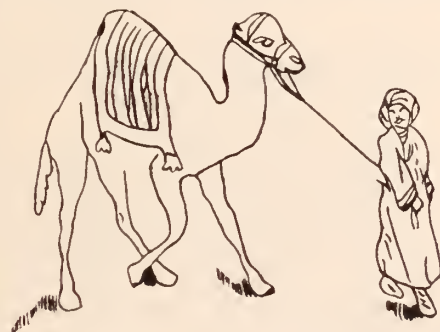
My Visit to the Circus

By Geneva L. Costolo
Grafton, W. Va.

Dear Boys and Girls:

I will now tell you the story of the day I went to the circus.

One day in July when it was very, very warm, father told us children that we might go to the circus. My, but we were glad!



Drawn by Ella L. Beckman, Baltimore, Md.

We were eating dinner when mother said, "When you have finished dinner you children go and wash up and get ready to go."

We all flew, washed, and put on our clean dresses. Soon we were ready. We went to the circus in the car.

When we went in we saw the large tents, and oh! so many things that I just cannot tell you all. But the thing that Charles, my oldest brother, and I noticed, was the clown. He took us in and showed us how to clean our teeth.

That evening we went home. What a splendid time we had had. But then we went to work trying to clean our teeth with branches of the trees as we had seen the clown do. Then father came around with tooth brushes for us children.

Then such a time as we had! We cleaned the kitty's teeth, the dog's, the cow's and the chickens'.

All of you try to keep your teeth clean.

Yours truly,

GENEVA L. COSTOLO.

NOTE—What kind of teeth do chickens have, Geneva?

AUNT MARY.

Spring
By James King
Dorsey, Md.

Spring is drawing near,
The robins will soon be here,
The leaves are growing green,
And no more snow is seen.

The bluebirds are coming,
The bees are humming,
The japonica bush is growing red,
And all Spring flowers show their heads.

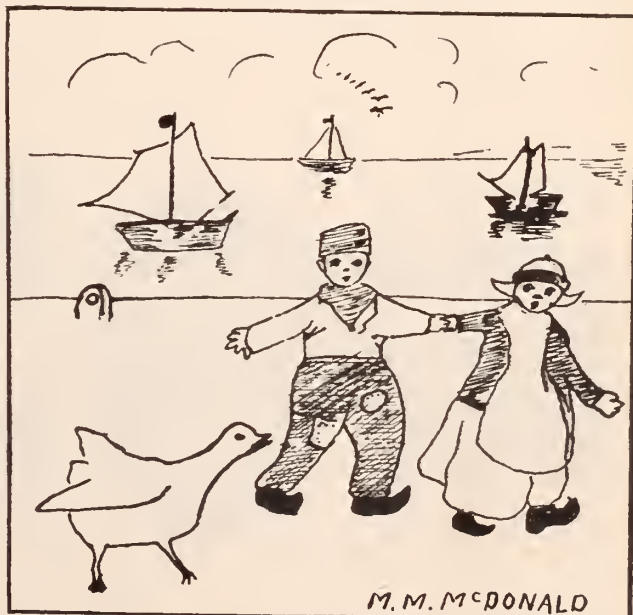
Little Letters From Little People

NEARLY all the children in the school at Fairmont, W. Va., where Gladys Shaw goes, were ill of the mumps when Gladys wrote. She told us lots of things, but the nicest of all was about a brave little girl in the hospital there. This little girl had her arms burned off by electricity, and after all of her suffering, she let the doctor take some of her flesh to save another little girl who was also in the hospital. Gladys calls her "America's greatest hero," and we agree with her. See the fine elephant that Gladys drew for us.

Geneva Costolo has written a splendid letter about the circus. I'm sure that you will enjoy reading it. I did.

Phaine Bateman is a little girl in Pittsburgh who sent us a poem about her dolly's hair. This we hope to use sometime on our page. I couldn't answer Phaine's letter, for she did not give me her address; I hope that she will write again and tell me what it is.

Ethel Gardiner, Baltimore, wrote again, sending the picture of the tight-rope walker.



M. M. McDONALD

Is a goose a bird?
Well, it has feathers, and Marguerite McDonald ought to know

Spring

By Kathryn Hadden,

Dover, Ohio

Spring is the time for me.
The birds come back,
The flowers grow,
And the flowers are bright and green.
Spring is the time for me.

Charles H. Rogers

(Continued from page 39)

sioned on January 11, this year. Mr. Rogers is a staunch member of the Baltimore and Ohio Veterans' Association.

Hiram W. Derby

Hiram W. Derby, pensioned train baggageman, Toledo Division, was born in Hartland Township, Ohio. He lived on a farm until he was 27 years of age, when he took a position as freight brakeman, Lima, Ohio, on what was then the Dayton and Michigan Railroad, leased by the Cincinnati, Hamilton and Dayton. He held this position until the Spring of 1880, when he was made passenger brakeman until April 13, 1883. Then he was given charge of a baggage car. Because of ill health, he was retired on a pension on September 23, 1920, after having spent 42 years and 6 months in continuous service.

John B. Woolson

John B. Woolson, retired passenger conductor, Newark Division, was born on March 14, 1849. He entered the service of the Railroad as freight brakeman on January 1, 1875, was promoted to freight conductor in 1886, and to passenger conductor in 1913. In May, 1920, he suffered a paralytic stroke and has not been able to work since that time. His baggage run was from Newark to Sandusky; as passenger conductor he ran between Newark and Sandusky, Newark and Chicago, Newark and Cincinnati, Newark and Shawnee.

George W. Callaway

George W. Callaway, pensioned yard brakeman, was born in Salisbury, Wicomico County, Md., on January 3, 1853.

On September 17, 1895, he came to work with the Company as yard brakeman, Philadelphia, continuing in service until April 1, this year, when he was pensioned.

John W. Snarr

John W. Snarr began railroading in October, 1887, as brakeman on the Cumberland Division, out of Martinsburg. Later he bought a house—through our Relief Department—at Brunswick, where he lived until October, 1918, when he moved back to Martinsburg. He had been promoted to run conductor in 1891, remaining on the Cumberland Division throughout his time of service. He was pensioned on April 1.



A. O. Herman

A. O. Herman Made Chief Clerk to General Manager, Eastern Lines

THE many friends of A. O. Herman, who until May 1 had been assistant chief clerk to the vice-president of Operation and Maintenance, will be glad to learn of this promotion on that date to the position of chief clerk to the general manager, Eastern Lines.

Before coming with the Baltimore and Ohio at Cincinnati, as secretary to the general manager on March 1, 1914, Mr. Herman had been in the service of the Southern Pacific Railroad in various capacities for 8 years.

On June 1, 1916 he came to Baltimore as secretary to the vice-president of Operation and Maintenance, and on June 12, 1917, he was made assistant chief clerk in the same office. From July 1, 1918, he continued in the same capacity in the office of the Federal manager and he held the same position under corporate control in the office of Vice-President Galloway from May 1, 1920, until his recent promotion.

Around the Corner By Charles Hanson Towne

Around the corner I have a friend,
In this great city that has no end;
Yet days go by and weeks rush on,
And before I know it, a year is gone,
And I never see my old friend's face;
For life is a swift and terrible race.

He knows I like him just as well
As in the days when I rang his bell
And he rang mine. We were younger then;
And now we are busy, tired men—
Tired with playing a foolish game;

Tired with trying to make a name.
"Tomorrow," I say, "I will call on Jim,
Just to show that I'm thinking of him."
But tomorrow comes, and tomorrow goes;
And the distance between us grows and grows.
Around the corner! Yet miles away . . .
"Here's a telegram, sir." . . .
"Jim died today."

And that's what we get—and deserve in the end—
Around the corner, a vanished friend.



ANOTHER GROUP OF RAILROAD KIDDIES

Left to right: "Sinn Feiners Two"—Thomas and Mary, children of Shane McShane, office of Auditor Merchandise Receipts; Clyde Lester Lewis, six-months-old son of Craneman C. M. Lewis, Tie Plant, Green Spring, W. Va.; Clyde Royce, son of Car Repairer O. H. Royce, Cincinnati Terminals; Marion R. Kopp, four-year-old daughter of George Kopp, stenographer, Engineering Department; Ruth, Inez, Louise and Lena, children of C. S. Mayfield, tank repairman, Cincinnati



Safety Roll of Honor

Baltimore Division

Engineer H. C. Quarles, in charge of engine 4113, extra east, March 11, noticed a rough place in the track at Herring Run Dip and stopped his train. Thirteen inches of the rail were found broken off and missing. Train dispatcher was notified.

On March 12, while extra engine 4857 was passing Hoods Mill, Trackman Samuel Duvall on Section No. 49 noticed something wrong with Baltimore and Ohio 130064 and called Conductor J. C. Dwyer's attention to same. Investigation developed that there were 21 inches of tread missing from wheel under this car. The condition of this wheel would probably have caused a derailment.

Operator C. O. Warfel, Barnesville, on March 22, observed and reported brakes sticking on rear car, "Mizpah," of train No. 5. Train was stopped at Washington Junction, where the condition was corrected.

W. Boyer, operator, Monrovia, on March 30 observed a car off track in train of extra west, engine 4598, which was passing. He notified the crew, who put air on from the rear. The east truck of Baltimore and Ohio 141238 was found to be off the rails, caused by door dropping down.

Cumberland Division

During the past month three unsafe conditions were reported by operators on the division, one being a broken rail; one a hopper bottom down and partly torn off, and one a case of wheels sliding. Fewer trains on the road than usual has reduced the number of observances.

On February 28 Track Walker Frank Seeders, who was off duty, and who lives near Orchard Curve, west of Dan's Run, heard an unusual noise as a westward train passed. He investigated and found six inches broken out of rail on No. 1 track. He flagged the train and called trackmen, who made repairs.

Pittsburgh Division

It was reported to the dispatcher from Knox at 6.20 p. m., on February 1, that the valve rope on the water tank at Shippensburg was broken and engines could not secure water at that point. Conductor C. D. Newman, in charge of extra west, engine 1514, arriving at Shippensburg and finding that no water could be secured, climbed up into water tank, repaired valve rope and reported to the dispatcher that the water was O. K.

PITTSBURGH, PA., March 4, 1921.

MR. A. STIBOR,
Switchman,
Willow Grove, Pa.
MR. CLYDE JOHNSON,
Carpenter,
Pittsburgh, Pa.

Gentlemen—Your observation of a broken arch bar on Baltimore and Ohio 173694,

in train No. 97, while passing Millvale Station, February 28, and promptly transmitting this information to the operator, Willow Grove, who stopped train at Etna, at which point car was set off for repairs, has been brought to my attention.

I want to compliment you gentlemen, and it is a pleasure to do so. Alertness and keen observation are two of the most valuable and important assets in the Railroad man, and upon them rest, in a large measure, successful operation. Again, let me thank you.

Truly yours,

(Signed) G. W. MARTIN,
Superintendent

Charleston Division

Agent F. E. Friend, Gilmer, W. Va., has shown his interest in safeguarding the revenue of the Company by calling attention to violations of the tariff. He has also helped in freight claim prevention, as has Agent W. H. Gross of Porters.

Master Lewey Hoover of Ten Mile, W. Va., recently found a tree across the Company's tracks near Ten Mile. He flagged passenger train 52 and advised the crew of obstruction.

While No. 37 was pulling into Clay, Conductor D. T. Foy noticed, as engine 864 passed him, engine truck brace was down and dragging on rails. He called engineer's attention to it, and possibly averted a derailment.

Agent L. A. Rollyson has again been watchful of the Company's business, in noting coal dropping from a passing car. Examination showed drop doors defective.

Engineer W. P. Paxton, one of our most efficient passenger engineers on the Coal and Coke District, while traveling to Charleston on No. 737 recently, found a tree across the track at Mile Post 45. He secured an axe and climbed up the side of the cut and, with the assistance of crew and passengers, was able to get the tree cut and off the track with but slight delay.

Foreman J. Douglas of Section No. 12, Elk Line, was loading a car of ties recently. In looking over the car he discovered a burst wheel.

February finds the following engineers showing up with 100 per cent. efficiency in our fuel performance:

W. T. Spencer, M. T. Hall, A. B. Nicholas, J. H. Stalnaker, G. B. Ramburg, J. C. Jordan, R. Malone, R. E. Smith, O. W. Gum, A. B. Amos, A. F. Vorholt, M. A. Henderson, B. H. Griffin and W. P. Paxton.

Newark Division

While train 70 was passing his office April 5, Agent-Operator H. W. McKown, Sundale, Ohio, observed car with broken down truck, got on caboose, notified conductor, who stopped train and set car out, undoubtedly averting an accident.

While train 84 was passing his station March 29, Freight Agent F. A. Hannaman, Shelby, Ohio, observed a broken arch iron under car, immediately signaled the conductor, who stopped train and set car out, before any damage occurred.

New Castle Division

On March 31, while extra east 2293 was passing Easton, the crew noticed that Baltimore and Ohio 191598, empty box car, located on the siding, was on fire. The train was stopped, and the members of the crew succeeded in extinguishing the flames before much damage was done. Superintendent Stevens has written a letter of appreciation to each of these gentlemen. This train was manned by a Cleveland Division crew running over the New Castle Division at the time, and was composed of the following: Conductor J. E. Campbell, Engineer J. A. Moore, Fireman R. Metz, Flagman D. Robinson, Brakeman A. Richardson and J. M. Fowler.

Cleveland Division

CLEVELAND, OHIO, April 2, 1921.

MR. W. F. HEIDY,
Engineer,
Dover, Ohio.

Dear Sir—It gives me great pleasure to commend you for your close observance and discovery of a 22-inch piece of flange between the rails on the first curve west of "GI" Tower at 9.55 a. m., March 25, and your prompt report of same to dispatchers at "GI" Tower.

Very truly yours,

(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, March 22, 1921.

MR. M. ELLSLAGER,
Flagman,
Cleveland, Ohio.

Dear Sir—I am informed that you were flagman on train of engines 2659 and 2759 on March 22, and while passing over first crossing west of New Philadelphia, east-bound track, felt a jar as caboose passed over this crossing; that you immediately stopped train and went back to see what was wrong. On reaching this point, you discovered that 12 inches of rail were broken off and immediately notified sectionmen, who had rail repaired.

This indicates that you are taking interest in your work and that you are on the job, and I want to commend you for your action in this particular incident.

Very truly yours,

(Signed) H. B. GREEN,
Superintendent.

Indiana Division

Joseph Glabb, signal maintainer, noticed something wrong with Baltimore and Ohio 181025 when this car was passing Cochran, extra 2708 on March 16. He immediately notified crew, train was stopped and it was found arch bar was broken.

The close observance of Mr. Glabb and prompt action in notifying crew, permitted car being set out at Cochran before any damage occurred.

Toledo Division

On March 15, train 51, in charge of Conductor Perry Byers, took siding and met No. 86, engines 4550 and 4140, at Haskins, Ohio. Conductor Byers was standing on rear platform pulling through

siding as No. 86 was passing and noticed broken flange on Baltimore and Ohio 139881. He immediately stopped his train and notified the flagman on train No. 86, who proceeded to stop train when it was discovered that 1 1/4 inches of flange was broken off and car set out at Roachton.

Heroic Rescue in Race Between Man and Train

THE attention of the various yard and engine crews working about St. George Yard, Staten Island, on the afternoon of March 7 was suddenly aroused by the shrill whistle of eastbound passenger train No. 164, speeding along in the direction of St. George.

They immediately observed a middle aged man (later found to be the captain of an outlying schooner in New York harbor), walking heedlessly on the same track toward the approaching train 150 feet away. With his eyes fixed on the ground, the man was approaching what looked like sure death.

Noticing that the trespasser made no attempt to move from the path of the train, the engineer immediately applied the brakes, but being only 100 feet away and

On March 7, Brakeman P. O. Kronberg, on train No. 84, noticed that P. M. car 43163 in train No. 87, passing Belmore, Ohio, had a badly bent axle. Brakeman Kronberg notified the crew and at Leipsic Junction inspection disclosed this car with bent axle, about 20 cars from engine. It was set off.

running 30 miles per hour, it was certain that the train could not possibly stop in time. Luckily there was a man with supreme presence of mind among the on-lookers. Assistant Yardmaster Frank A. Holden, taking the situation in at a glance, dashed from the center of the yard over the network of rails toward the careless trespasser, and although he had but slight advantage in distance over the train, nevertheless, through his great speed and fine nerve he reached the man 10 feet before the train did. Like a flash he plunged into the dazed captain and lifted him bodily from the track against the retaining wall four feet from the side of the cars, while the engine and three cars ran by.

The Grim Reaper had been defeated by a remarkable display of heroism, bringing to the amazed spectators a most thrilling and hair-raising movie in actual life. Only after the train had passed and both men were seen huddled together against the wall was it realized that both were safe.

Alarmed by the sudden application of brakes and shrieks of the whistle, several gentlemen alighted from the train and upon being informed of this remarkable piece of heroism, heartily shook hands and congratulated the hero.

Heroes such as Frank Holden are few indeed, and in the minds of all who witnessed this extraordinary display of bravery, no man has ever been more deserving of the Carnegie medal than "Frank."



Frank Holden

Splendid Work of St. Louis District Train Baggage-men is Commended

THE following letter has been posted on the Illinois Division in such places as the train baggagemen in the St. Louis District can see it and learn of the appreciation of their good work:

Gentlemen—In a recent conversation with Mr. D. O'Toole, general baggage agent of the Terminal Railroad Association of St. Louis, respecting this Company's baggage service conditions in that Terminal, and protecting bad order exceptions against damaged baggage, he stated that the work of the Baltimore and Ohio baggagemen was above the average, and that our service into the Terminal could not be excelled.

There are about 20 Railroads operating in that depot, and the comparison is certainly a great compliment to Baltimore

and Ohio men and service, and I call it to your personal attention with pleasure and appreciation.

This manner of handling business is "REAL" service, and it is largely this spirit of the Baltimore and Ohio trainmen which is making its passenger service so renowned.

Am sure that you will be more than pleased to see how well your baggage work stands among so many lines.

Very truly,

(Signed) J. P. DUGAN,

General Baggage and Milk Agent.

The MAGAZINE office is glad to get from every department and from every section of our lines letters commending the service of our employees. Going up and down the

Railroad and talking to officers and employees in many different kinds of positions, one cannot help but get the impression that our employees are trying a little harder than those of other roads to give good service. It is a fine thing to work for a Company whose employees give it such fine support, and it is but a truism to say that the results of this super-service will eventually become apparent in the greater prosperity of all connected with the Railroad.

Cumberland Baltimore and Ohio Band

THE MAGAZINE office has recently received copies of two interesting programs given by the shop band at Cumberland; one at Cumberland on Easter Sunday and the other at the Piedmont, W. Va., Opera House, on the afternoon of April 10.

The program given at Piedmont included both classical and popular selections, with solos by Raymond Beck and Francis Hodel. Next to the last number was the Baltimore and Ohio Safety March, composed by the band leader, Professor Frank De Luca.

Splendid reports of the good musicianship of this band come from all places at which it performs. This organization should be a valuable adjunct to the Company's activities in Cumberland and a source of pleasure not only to its members, but also to our employees at that point.

We would like to see a band of our employees in every city on the System containing large numbers of Baltimore and Ohio people. Why don't the bandsmen at other places get together and show us the stuff they are made of? Why not have an annual band competition, or something of the sort, similar to the prize contests which used to be annual affairs with well-known singing societies?



James Powell



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBEEK

I like this. When our through trains reach 24th and Chestnut Streets, Philadelphia, the trainmen in stentorian tones announce "24th and Chestnut, the first stop in Philadelphia; the next stop, Wayne Junction, the last stop in Philadelphia." Heretofore Wayne Junction has not been regarded as a station in Philadelphia, though it is just as much in Philadelphia as 24th and Chestnut, and has always been.

Our stations are clearly and distinctly announced, and any one on train 524 who does not understand the call that Mount Royal is the last stop in Baltimore, needs to have the wax removed from both ears.

The Paymaster

On the first floor of this great Central Building, the paymaster and his force of clerks preside. The clerks are a hard working set of men and women, and they earn all the money they get. We get our checks twice a month right on the minute because this force I speak of has our interest in view. They all work hard to serve us.

Mr. Deverell

Then, again, I like to visit Mr. Deverell's office on the ninth floor. Mr. Deverell, assistant comptroller, is a tireless worker. He is a born accountant, a product of Cincinnati. He has a wide-awake chief clerk, J. W. Sweitzer, whose manner of handling the business convinces me that efficiency is at the very beginning of his vocabulary. Even the junior clerks in this office evince qualification and capability.

A Word from Cumberland

I have received a most interesting letter from a gentleman in our service stationed at Cumberland, Md. He writes enthusiastically of the *MAGAZINE*; of the Safety campaign and in full praise of the saving habit, which he thinks should be more generally observed.

40 Years in the Law Department

On this first day of April, 1921, I am celebrating my advent into the Law Department. I am indebted to the late Dr. William T. Barnard, assistant to the president, for an introduction to the late John K. Cowen, general counsel. I was a clerk in the War Department, standing perfectly still, and so I intimated to Dr. Barnard that a change would be agreeable. An introduction to Mr. Cowen in Baltimore followed and after

my resignation in Washington had been accepted, I began service in the Law Department. Mr. Cowen was one of the nicest men I ever met.

At that time we occupied rented quarters in the old Reverdy Johnson residence immediately opposite the battle monument. The court house, a little brick building, stood down at the corner of Lexington Street; Barnum's hotel was just across Fayette Street, which was as narrow as present day alleys. We had a suite of rooms on the second floor, the detective firm of Smith, West and Lyons occupying the ground floor. Our telephone service was poor enough and we kept the office fully occupied in running to Camden Station in transacting business with the other departments located down there.

When the new Baltimore and Ohio building, where the Emerson Hotel now stands, was approaching completion, we made preparations to vacate our rented quarters and take occupancy on the fifth floor of the big building. Where the Continental Building now stands, there was a little bit of a building in which the American Telegraph Company occupied quarters on the ground floor. The Continental Building was the pioneer in sky scraping structures in Baltimore, but it was not long after that that other buildings of like character were constructed.

John W. Garrett

I remember President John W. Garrett very well. He was a hard worker. Such a thing as office hours was not in his vocabulary. Mr. Garrett would often take his secretary, A. B. Crane, out to the Garrett residence at Montebello, on the York Road, and poor Crane, sitting on the porch in the cool days of the Autumn, would shiver. His pencil, as he often told me, would dance on the paper so that his pot hooks lacked legibility. Mr. Garrett, absorbed in his work, had a comfortable feeling and the work was continued until darkness overtook them. He was large and portly and a good liver. He had a habit of writing instructions on papers, using a pencil, and his writing was so atrocious that he himself could not decipher his own writing, like Horace Greely, after the matter became cold.

Robert Garrett

Robert Garrett, who succeeded his father as president, was a perfect Adonis, polite to a degree, and it was a positive delight to be in his company. It was after John W. Garrett's retirement and the accession of Robert Garrett to the Presidency that Erastus Wyman, of Staten Island, induced Robert Garrett to take an interest in the immense water front of Staten Island with

a view to extending the Baltimore and Ohio to that section of New York. With the endorsement of John K. Cowen and Thomas M. King, this was brought about. Hence our location on Staten Island. The Staten Island property will be of the greatest value in the near future. Other big corporations have had longing eyes on the Staten Island water front, but the Baltimore and Ohio is firmly entrenched and I am mighty glad of it.

When the spirit moves me again, I want to tell the readers of the *MAGAZINE* how in those days we had no typewriting machines and so on.

Car Service Department

Correspondents,

J. T. LEAN and H. V. OBERENDER

It is with regret that we hear of the death of the father of Miss Meyers and the brother of Miss Ethel Beall.

Here's hoping for a speedy recovery of Miss Berghoff's mother.

"Alex" Donal and Irvin Boteler are taking singing lessons. You should hear them. Some BIRDS!

Attention, girls! "Abe" Hawxhurst is still single.

Matilda Baer eats doughnuts and crul-lers for lunch every day now. We wonder where she gets them. Walter Kent and "Mike" know and think it is advisable to save up some dimes. Something coming off shortly.

George Schildwachter is still working on the night force. George says it's kind of lonesome since the boys have ceased working overtime.

Our friend "Chris" Grieb was last seen looking in the window of one of the Baltimore Street jewelry stores. Is it a sparkler for her, "Chris"? The little boy is kind of shy, but I think he is going to beat us all to it.

We were all surprised to see Mr. James at the Veterans' Ball, doing the old time waltz, with HER. Now we know why he likes the Eastern Star.

The ball team is coming along fine. They expect to be at the top from the very start. Luck, boys; keep going.

"Charlie" Bayn and Carl Hornfeck have challenged each other in a pie eating contest. We're betting on "Charlie."

Miss Julia Eierman was given a surprise party on Easter Monday, in honor of her birthday. The affair was a great success. Miss Eierman was unaware of the surprise. Thirty couples, 21 of which were employees of the office, were invited. Everyone was requested to bring something in the line of eats so that nothing would be lacking. Bayne came.

Julia was invited to stay at Miss Poteet's home so that the home could be decorated. The parlor and "lunch room" were handsomely decorated with palms and cut flowers. Games were played, and there was music and dancing. "Eats" concluded the evening.

We hope she will have another birthday soon.

The First Embrace of Spring

By Colonel Fred Schley

Gentle Spring embraces us. The English sparrows are busy building their nests, and the ubiquitous catbird is gossiping in billingsgate, while the dainty robin avoids the society of that plebeian.

On my way to the field of labour this morning, "Old Sol" was strenuously making

his appearance from behind sombre clouds, tinged with silver lining—and seeming to bathe the church spire with roseate splendor. The azure blue dome suggests the skies of sunny Italy. As I approached Monument Square, pigeons were affectionately cooing; and by stretching my imagination I could see a tawny thrush singing rapturously the only song he ever knew. The rivulet—perhaps near the thrush—was finding its way toward the bosom of its mother, Neptune, and underneath trickling cascades I could hear the myriad whispered notes of Nature's awakening.

Coal Traffic Department

Correspondent, GEORGE C. BAUER

History Repeats Itself

It is an old, old proverb that "History repeats itself" and the old dope sure did run true to form on March 19, when we marched into the camp of the Auditor Coal and Coke Receipts bowling team at the Y. M. C. A. Incidentally, we ruined the reputation of another equally tried and true adage, that "Lightning never strikes twice in the same place," for we not only struck in the same place, but we did infinitely more damage this time than last.

As on February 26, our opponents barely won the first game, and likewise we again exhibited our recuperative powers by coming back strong and taking the second and third games. It certainly would be hard to find three more exciting games. We lost the first game by six pins and won the second and third by three pins and five pins respectively. The first game was nip and tuck all the way through, while we were forced to overcome a big lead to capture the second. In the third game, we were far in the lead at the halfway mark, when we suddenly seemed to lose our eye, and before we realized it, our opponents had nosed ahead. Going into the last box six pins behind, victory seemed out of reach, but Mr. Cox, who had not rolled up to his usual standard, pulled off a wicked spare and the beans were spilled.

The score follows:

TRAFFIC SQUAD

C. W. Shinnamon	262
C. N. Cox	277
L. N. Williams	255
G. P. Sauerwein	297
G. C. Bauer	290

Total..... 1381

COKE FIENDS

Poole	263
Lutz	265
Atwell	249
Spurrier	289
Guy Pritchard	313

Total..... 1379

You will remember the little ditty in last's month's MAGAZINE dedicated to the "Spare that Guy blew." Below are a few lines to commemorate the spare that "Coxey" made which won the match.

The day was fair and the air was rare,
But Guy was awful blue,
Because he was there when Cox made that spare

Which Guy had failed to do.

It won the game, but it was a shame
How sad Guy did appear!

It dimmed his fame—it ruined his name,
And wrecked his whole career.

Engineering Department

Correspondent, OSWALD EDEN

With this issue begins the second year of the "BALTIMORE AND OHIO MAGAZINE,"

not only as to name, but as to size. The April, 1920, issue was six and three-quarters by nine and three-quarter inches, bearing the title "BALTIMORE AND OHIO EMPLOYEES MAGAZINE." It was changed, with the next issue, to an eight by eleven inch book with the title "BALTIMORE AND OHIO MAGAZINE." Those of us whose duty it is to chronicle the various facts, follies and foibles of our fellow workers, let us all try to make the MAGAZINE bigger and better in the broadest sense of the word.

A strange coincidence happened to two of our stenographers the latter part of March. Miss Fox and "Jerry" were missing from work one morning. For further information concerning this ask either one.

Through the kindness of a fellow worker, I was the recipient of a ticket from which I derived a great deal of pleasure. The ticket gave me admission to a minstrel show and dance (the sixth annual) given by the Baltimore Chapter of the Baltimore and Ohio Veterans, held at Lehmann Hall, on March 31. Not wanting to get there too early or too late I arrived promptly at 8 p. m. Imagine my surprise to see the hall almost filled. Within 15 minutes after I arrived it was completely filled, with people standing along the aisles and in the rear. For something over two hours I stood and watched and listened. And such a show it was—not a dull moment in the whole two hours. After the show came the dance. What struck me more than either the show or the dance that followed was the way in which the Veterans chummed together, talking and joking with one another. All in all, it was a most enjoyable affair, and those who were either not privileged to or did not come certainly missed a really good time.

When the candidates for baseball were called out during the latter part of March, I was among them. We practised one Saturday at Clifton. The following day I paid a visit to my Alma Mater and while there hit some balls out to some of the boys. During the course of hitting, one of the balls glanced off and hit me on the edge of the left optic. The next day, when I came to work, I was asked "Who did it?" "What sort of new drink was it?" etc. Someone even went so far as to say that "She" had done it. Thus it is when one gets a discolored optic. (The reason this is written is because "Jerry" told me not to forget the incident of my black eye, and I am obliged to obey "Jerry.")

As stated in the March issue of the MAGAZINE that Miss Fox contemplated attending one of the dances at the Naval Academy within the near future, it came to pass, and lo, great was the "wenting" thereof! But in saying that her partner would be attired in a swallow tail and pretty white bosomed suit, with a close fitting pair of trousers, I made an awful mistake, as HE was a "Plebe," or better known as a "square cornered" boy at our famous Naval Academy. Miss Fox intimated that the sophomores treated her "plebe" rather roughly. Never mind, though, Miss Fox, he may yet be one of them.

Miss George Simpson, secretary to Office Engineer J. H. Milburn, is evidently of the opinion that employment in the drafting room calls for the acquiring of a collection of drawing instruments, which she recently purchased. The question now raised is: "Does a stenographer need ruling pens, triangles, curves, protractors, etc., to 'engineer' a typewriter?"

April 2 was a great day in "Joe" Kemp's young life. When wifey asked why he had such a ruddy complexion that evening, he

explained that he had been doing some "field work" that afternoon. Oh, you "Joe!"

Office of District Engineer, Baltimore, Md.

Correspondent, J. F. COLLISON

Messrs. William C. Hart and H. C. Harrison can give a few pointers on slacking lime in glass jars (quart size); they both have had experience. Ask them to tell you about it.

Moving day seemed to be quite popular in our office for a time, only three out of the five employees having moved their place of habitation during the latter part of March and the first part of April. Messrs. Mather, Harrison and I are the accused.

"Joe" Korte (pronounced *cootie*, if you please), rodman, Norton Branch, wants to know how to become a movie actor and how much it costs.

Office of District Engineer, Pittsburgh, Pa.

Correspondent, MISS M. M. WARD

It is whispered around the office that a very pretty romance is budding, having its inception in the construction of the new Allegheny River Bridge. A certain promising young engineer has been known to make many frequent excursions to the Pittsburgh office. If this terminates as we anticipate, we will be delighted to advise further.

One of our "very nicest" engineers, attached to district engineer's staff, is receiving many tokens of tender affection which appear to have their origin in Baltimore. This is causing more or less mystery and we hope it will be solved in the very near future. How about this, Robert M.?

It is reported that one of our transitmen is in the market for an old army tent to cover his family, having sold his home and having no place to go. Our sympathy is yours, Mr. Rodgers.

Office of District Engineer, Cincinnati, Ohio

Correspondent, G. F. DAUBENMERKL

Ask J. E. McKibben what he thinks of whole wheat bread and a quart of milk as a diet.

During practice for the game with Ray's organization at Lawrenceburg, somebody asked Kolker if he thought it was July. Upon asking why, Kolker was informed by the "somebody," "I see you are always fanning."

"Sam" Graham has been appointed custodian of the team's wardrobe.

As a ballplayer, Mr. Southerington makes a fine acrobat.

J. E. McKibben was out with the boys practising and threw a few over the plate. His arm is so sore now that he cannot write any checks to pay the bills due May 1, such as friend wife's Easter bonnet, etc.

A good many of our boys went up in a body to hear "Billy" Sunday one night. From reports it seems as if they all fell for "Billy," as some of them had sawdust on their clothes the next morning.

Mr. Reising has disposed of his property in Norwood View. Norwood View lost a good man, but Oakley profits by Norwood's loss. Mr. Reising will shortly be mayor of Oakley.

H. S. Davis is looking well, even though he is a newly-wed.

P. A. C. has lost his grouch and life is now worth living.

In the opening game of the season, Sunday, April 3, the General Office team, Cincinnati, Ohio, District Engineer's office, met and defeated Assistant Engineer Ray's Bridge Builders at Bridge 19-95, Indiana Division, Big Miami River, with a score of 14 to 13. The features of the game were the heavy slugging of Stellmach, Ray's wonderful one-hand catch of a line-drive in right field for the Bridge Builders and the pitching of Reising and Thompson for the District Engineer's office. The umpiring of C. L. Vang and R. T. Everett was excellent.

Score by Innings

R H E

General Office.....	14	10	3
Bridge Builders.....	13	11	3

Summary

General Office—Reising, p.; Thompson, p.; Daubemerkl, c.
 Bridge Builders—Sparks, p.; Cooper, p.; C. Young, c.
 Umpires—C. L. Vang, R. T. Everett.
 Strike Outs—Reising 7, Thompson 2, Sparks 8, Cooper 2, Base on Balls—Thompson 1, Sparks 5, Cooper 2, Reising 1.

After the game C. L. Vang entertained the boys with a banquet. We all join in giving him a rousing vote of thanks as the boys enjoyed themselves immensely and appreciate his kindness. We also wish to thank "Hank" Towner, the chef. We take our hats off to you, "Hank," when it comes to service.

All right "Jim," let us hear from you when you want another sound beating. A very sad part of the game (at least to the Bridge Builders) was in the ninth inning, when the Bridge Builders were taking their last whacks. With two out and the bases full, J. P. Ray had to do the "Casy at the bat" stunt, thus ending the game (much to the delight of the General Office team).

Freight Traffic Department

Correspondent, DOROTHY RUBENSTEIN

The Freight Traffic Department has at last come to life, and we trust the "Infant" will be welcomed into the fold, and take its place in the affections of the Baltimore and Ohio family.

I am glad to report that a Welfare Association has just been organized in this office, of which our chief clerk, J. H. Graham, has been elected president; C. S. Knight, payroll and voucher clerk, treasurer, and Miss Dorothy Rubenstein, stenographer, secretary. Great things are expected of this Association, as it is our aim to keep alive the spirit of good will and fellowship among our comrades in work.

J. T. Wood, rate clerk, was married on April 23. He was presented with a beautiful chest of silverware by his fellow employes, with their best wishes for a long and happy wedded life. Cupid has been asleep for quite a while in this department, but we hope now that warm weather is on its way, that he will wake up, for "In the Spring a young man's fancy lightly turns to thoughts of love."

We are glad to have with us our friends, C. L. Cole, Jr., clerk, who recently underwent an operation, and C. L. Brown, secretary to Assistant General Freight Agent Roberts, who has just returned from a three months' leave of absence, because of illness. Both are rapidly getting back to normal, and we do hope that sickness will not deplete our ranks as it has in the past.

Office of General Freight Claim Agent

Correspondent, Miss E. T. MURRAY

Some Recently Discovered Definitions of Our Various Sub-Departments

By W. G. Rosensteel
 Claim Investigator

To know how to spell a word you look in the dictionary. Before it may be found you should know how to *spell* it. But this is somewhat of a vicious circle whose circumference envelops us all.

The following definitions are *not* in most dictionaries, consequently don't waste time verifying. Our various divisions are so important, however, that these were located in a *rare* edition that has since been *cooked*, and its identity effaced:

ACCOUNTING: The European quest of certain mames for sons-in-law.

ADJUSTING: Seeing that both suspenders are even length.

CLAIM PREVENTION: Making love without popping the question.

DRAFTS: Something missing since Mr. Volstead broke up the party.

FILE: The manicurist's principal weapon of attack.

MAIL: With the present day feminism, the gentler sex.

O. S. & D.: Some went *over* to Bowie, came back *short*, and with their reputation as pickers *damaged*.

PERSONAL FORCE: Aspiration of most youngsters, a la Dempsey.

RECONSIGNMENT: An after-thought when tempted to tell one to "Go to —."

RECORD: Something we all are ambitious to break.

REVISION: What we all desire of the price of everything, downward except *our* salaries.

TRACING: A tissue paper pastime of children.

TRANSCRIBING: Writing a love note and using the fervent passages of one of the six best sellers.

VOUCHER: When the dictionary was printed, investigators wrote their own vouchers, so there were no definitions given.

The reports of our traveling adjustors, while sometimes too brief, are usually lucid. Occasionally, though, they are a bit perplexing, as one office investigator will testify when he was greeted with the following report on claim B-35690-70.

"The contents of the two empty barrels has never been received."

We are indeed sorry to loose our mutual friend W. H. Ellerfritz, who resigned his position as claim investigator on March 29 to go into business with his father at Thomas, W. Va.

Mr. Ellerfritz was formerly with the old Coal and Coke Railway at Elkins, W. Va., until the railway was absorbed by the Baltimore and Ohio, at which time he came to our office in the Suspense Division. He is greatly missed by each and all of us, especially by the F. C. D. Team "A," on which he was a star bowler. Here's a wish for his success and good luck from each member of the department.

Little Drama of Real Life

Comedy in Five Acts

ACT I

Madame Hyner's delivery auto, highly perfumed and freshly massaged, stops at main entrance of Baltimore and Ohio annex offices.

ACT 2

Attendant enters corridor bearing small parcel, beautifully wrapped, be-ribboned, and sweetly scented, enters elevator and asks to be let off at the office of General Freight Claim Agent.

ACT 3

Messenger inquiring of "Billie Bounce" Waters where Mr. Clarence K. Townsend, otherwise and commonly known as "Bob," could be found.

ACT 4

"Bob" approaches. Upon sight of the parcel his face becomes transformed. After paying the bill, receives the box and trips the light fantastic back to his desk, the happiest man in town.

ACT 5

The be-ribboned parcel is open, disclosing a most wonderful collection of "Complexion Beautifier," "Health Cure," "Massage Cream," "Corn Cure," "GUARAN-TEED HAIR RESTORER" and "Goo Wave," etc.

Curtain

It is a far cry from corned beef and cabbage to love; yet had you visited Lexington Market on Saturday afternoon, you might have seen one of our blue-eyed young maidens leaning against a meat stall and gazing rapturously into the face of a certain young man while he bargained with the butcher for his Sunday dinner.

We are glad to report that Miss V. C. Brown, of the Suspense Division is back



What happened to the general freight claim agent's secretary on April 1



Andrew Carrico, Jr., nephew of Miss E. T. Murray, Magazine correspondent

with us again after an absence of three months because of a nervous breakdown.

Bowling News

Arrangements are being made for constitution and by-laws of the Baltimore and Ohio Duck Pin League for 1921-22 season, and it is hoped that the spirit of the office will be with us again next year. The league opens the first week in September on the Regent and Victoria alleys.

The General Freight Claim Agent's Team "A" still stands first in Division "A" League, and we hope to participate in the championship games between winners of sections "A" and "B" at the Regent alleys on May 10 and 13.

On those nights let us have as many rooters as possible to back up the boys.

Ere this article reaches the *MAGAZINE*, our mutual friend, G. E. Harris of the General Division, will have sailed across the ocean blue to England, where he will sojourn for several weeks. With a two-months furlough G. E. promised himself not to return until he had seen *all* that time would permit.

On the morning of April 6, Morton B. Bond, claim investigator, called on the 'phone and announced that another 9½-pound Baltimore and Ohio Railroad man was born. Congratulations, Morton!

Printing Department

Correspondent, M. J. CONROY, Proofreader

He Got It on the Rebound

In the April *MAGAZINE* in an article entitled "The Way It Works Out," the following sentence occurs: "The two ends attained are inseparable and, generally speaking, it is becoming more and more generally admitted by both management and labor that what redounds to the prosperity of the railroads redounds in equal degree to the welfare of its employees." You will notice the innocent word "redounds," near the end of the sentence. Well, thereby hangs a tale. The typist typed it "redownds" and after passing through several hands here it finally was straightened out. After it was on the press one of our eagle-eyed pressmen spied it and shouted to his helper to "Shut 'er off!" He grabs a sheet and rushes up stairs to the foreman: "Whatinell is the matter with you fellows up here. Are you blind! Can't

you read! Look at that." The foreman looked at it and said he couldn't see anything wrong with it. "You can't! Look at that word there, 'redownds,' twice. That should be *rebound*s." (!)

The sympathy of the Printing Department is extended to Charles J. Lehmen in the death of his mother on April 15. A beautiful floral design was sent as an expression of our sympathy.

Relief Department

Correspondent, H. IRVING MARTIN

The poet sang of Spring and how in that blissful season "the young man's fancy lightly turns to thoughts of love," but Building Inspector "Dan" Shivers and his side partner, "Bob" Graham, claim that the young men of this age spend all of their springtime in thoughts of building houses. The days of our building inspectors are now spent in journeys up, down, and over the System; in scrutiny of maps, plans and specifications.

"Shake" is dividing his time between interviewing Dr. Mathers, and imparting some of his stored-up knowledge to our new front-office assistant, William Luther Jamison. Brother J. comes to us from the General Storekeeper's office to take the desk lately held by Merle C. Bryant, who left us to spend some time studying the scenery in and around Weston, W. Va. Jamison gives us the following biography for insertion in our "Congressional Directory." Born? Yes. Graduated from the Baltimore City College in June, 1920, and immediately thereafter started into hard work with the Crown Cork and Seal Company. Worked for the General Storekeeper from November 22, 1920, to January 31, 1921. He had also spent his summer vacations working for the Standard Oil Company and the Crown Cork and Seal Company.

We are all going to miss Doctor Robb and we appreciate the feeling that lies behind the biographical sketch written by W. H. Ball, assistant to superintendent and chief clerk of the Relief Feature. Ball started his official career with the Relief Department as clerk to Doctor Robb and it is now a labor of love for him to write about Doctor Robb's long and faithful service.

The mention of Spring recalls the days at Relay, Md., when the department was quartered in the hotel building at that station. The accompanying picture of the office force (also the station force), was probably taken in the Spring of 1904. This photograph was resurrected from the dusty past by M. B. Smith of the General Paymaster's office. The officials and clerks whose faces appear are as follows, first row: Ralph Kinnaird, "Bob" Graham, Edgar Wilson and George Mittendorf. Second row: Miss Mabel Wilcox, H. A. Bateman, assistant superintendent; S. R. Barr, superintendent; John P. Hess, chief clerk, and Miss Elizabeth Weis. Third row: R. F. Eddins, J. C. Bredehoeft, Harvey Wilson, W. F. Costello, T. A. Murphy, J. C. Weigandt, Arthur Boteler, D. R. Thirston, Ross Mitchell, A. C. Bowersock, and Robert Baldwin, baggagemaster. Fourth row: J. H. Toomey, ticket agent; T. Parkin Scott, W. C. Loewer, T. W. Fague, S. H. Griest, C. W. Ruddach, R. E. T. Owens, D. A. Brady, and W. R. Smith. Fifth row: E. F. Dempsey, W. L. Silverwood, Paul Ebberman and "Joe" Hellman.

Of these, S. R. Barr, H. A. Bateman, J. P. Hess, T. A. Murphy, J. H. Toomey, W. C. Loewer, C. W. Ruddach, D. A. Brady and Robert Baldwin have "crossed over the river to rest under the shade of the trees."

Telegraph Department

Correspondent, DELLA M. HAIN

And now "Ben" went and done it. Those beautiful tresses which for many a year have adorned his face just under his nose, have disappeared. The big advantage is we can now see what Mr. Thompson looks like; the big disadvantage is that we cannot now see which way he is looking.

When the telephone rings, answer it promptly—"Mr.—'s office, Mr.—speaking."

Supervisor Time Service Donnelly has now taken up chaperoning. Much more interesting, you know. Wait until the Cleveland trip comes off.

Great reductions have been made in telegraphing. Good work—keep it up.

Catherine is at least truthful—she hasn't denied it.



We knew them when — (see Relief Department notes)



Maple Crest Farm, where "Phil" Woods' rabbit lives

"Frankie" Offutt didn't go coon hunting at Annapolis because the moon wasn't out. We take it that she had a *walk* in the "moonlight" though.

When you write a telegram think of four things—NECESSITY, BREVITY, CODE, SYMBOL, and you are going right. Try it, it's like running a flivver, E-A-S-Y.

Murphy likes yellow cats and Bishop likes yellow, too.

Answering correspondence without delay often saves telegraphing—and incidentally time and money.

The "bunch" took a Sunday trip to Washington recently, and among the interesting things picked up was information that "Marriage licenses cost \$1.00; dog licenses, \$2.00" But it's cheaper in the long run.

Transportation Department

Correspondent, J. B. EGERTON

One often meets acquaintances—especially while traveling—who travel a good deal, and the conversation could easily be led into the channels of good traveling, etc. Such opportunities for boosting our Road should never be let slip by. Every little bit helps, you know, and we have so much confidence in the service of our Road that we are sure that if we can persuade our friends to try it once they will never need coaxing again, but will use it always.

The accompanying picture is of "Phil" Wood's pet Bunny, together with a peep at the orchard scenery of his father's farm, Maple Crest, at West Swanzy, N. H. We think this would be a lovely place to spend a vacation, but it never occurred to "Phil" to ask us. Never mind, he's a hard worker in the Mine Rating Bureau, and we can't expect him to have vacations and coal cars on his mind at the same time.

On March 24 a team consisting of the following men: C. L. Correll, H. F. Ittner, Freight Claim Department; W. L. Fowler, Operating Vice-President's office; E. Smith Motive Power office; R. L. Mansfield and P. L. Ackler, Transportation Department, went to Washington with the intention of defeating the Washington Terminals. The scores were, first game: W. T. 476; Baltimore and Ohio, 489. Second game: W. T., 490; Baltimore and Ohio, 487. Third game: W. T., 483; Baltimore and Ohio,

488. Our team won two games out of three also on total pins by 15. On March 29 we again bowled the Terminals, this time on our own alleys at the Regent. The result was, first game: W. T., 478; Baltimore and Ohio, 450. Second game: W. T., 472; Baltimore and Ohio, 488. Third game: W. T., 488; Baltimore and Ohio, 481. They won two games out of the three and on total pins by 19.

'Twas on the night of March 17. Two of the boys went to a mask ball given by the Eastern Star at the Jr. O. U. A. M. Hall. One went as a fat man and the other went as a skeleton. The peculiar part about it was that they *didn't wear masks* and they both won prizes. Draw your own conclusions.

The Inquisitive Tattler

"Why do women spend so much time powdering their noses?"

E. M. W.—It is a well-known fact that when a woman's nose is shiny, one may see his reflection in it. It is also a well-known fact that one may see his reflection in a woman's eyes. Therefore, woman powders her nose.

E. V. McC.—They don't!

E. B.—The actual time spent by women in powdering their noses is really not worthy of notice.

E. D.—I powder *my* nose so that some people will not see how hideous *they* look when peering into my face.

L. C.—Woman is going to powder her nose as long as there is no other way to overcome the great difficulty—of having a shiny nose.

P. L. A.—Most girls use a little Poudre Parisienne to hide spots here and there that might displease the more fastidious of their friends.

J. B. E.—For no other reason than that the Tyrant Fashion, under whose baneful yet beneficent sway I am forced to live, has so decreed. The day may come, however, when a woman with a highly polished complexion will be considered an object of beauty, and then—

(NOTE—Suggestions for pertinent questions are always welcome and should be sent to the Inquisitive Tattler in care of the correspondent. And it will indeed be much appreciated by the "I. T." if the ones to whom these questions are put will answer promptly, as requested.)



Interesting Facts about Interesting Transportationists

The next time Roy Landon takes a girl out to lunch on pay-day it might be well for him to take her to a place that is not frequented by so many Transportationists as C—'s. We have been told by no less than 11 different persons that Roy Landon was seen taking a girl to lunch at — (Still Small Voice: "Aw, have a heart!") We have.

Team! Team!! Team!!!

At any rate, if that isn't what everybody is saying, it is what everybody is thinking these days. And believe me, we've got *some* team. Just wait till we get our suits 'n everything, then we'll show you how cute we look. And we promise to have enough balls to go 'round without having to scrap for them, too.

Now we can all have our "pixter's" took. "Lou" Clark has won a No. 2-A kodak for 13 cents! I always did say that girl was lucky!

Valuation Department

Baltimore Office

Correspondent, E. B. PIERCE

We now have a baseball team in our department. "Joe" Renehan has the spirit to produce a winner. It is up to the players from now on to show up at practice games in order to make good. Other Baltimore and Ohio teams take notice.

Our Baltimore office is so large that it is almost impossible to keep track of the changes going on from time to time, particularly when the correspondent is away from headquarters. Employees can help by collecting good, newsy items and turning them over to the correspondent.

W. J. Freres, of W. C. Cole's force, has accepted a position as resident engineer with the State Roads Commission of Iowa.

S. I. Kahler, of W. C. Cole's force, has taken the position of assistant to the city engineer, Baltimore City.

Mrs. E. M. Barker has completed a course in English at the Baltimore Polytechnic Institute night school. Mrs. Barker was one of the four leading members of the class to receive a special certificate. Exercises were held on the night of March 30, Mayor Broening presenting the certificates. Congratulations, Mrs. Barker.

Free Book

Containing complete story of the origin and history of that wonderful instrument—the

Easy to Play
Easy to Pay

SAXOPHONE

This book tells you when to use Saxophone—singly, in quartettes, in sextettes, or in irregular band; how to transpose cello parts in orchestra and many other things you would like to know.

You can learn to play the scale in one hour's practice, and soon be playing popular airs. You can double your income, your pleasure, and your popularity. Easy to pay by our easy payment plan.

MAKES AN IDEAL PRESENT

Send for Free Saxophone book and catalog of everything in True-Tone band and orchestra instruments.

BUESCHER BAND INSTRUMENT CO.
494 Buescher Block, Elkhart, Ind.



William Gerhold at Balance Rock, Garden of the Gods, Colorado Springs

Miss Marie Wagner, Passenger Bureau, has been transferred to this office, on W. C. Cole's force. She makes a pretty addition.

Albert Aschemeier left our office to try out for first base with the Reading, Pa., International League team. "Asche" is a hard worker. We wish him success.

Raymond Coulton, of C. A. Davis' force, has been transferred to Washington, D. C. The girls miss the "chocolate soldier," one girl in particular. Raymond lost his ivory cigarette holder in the wash room, just before he left. Will finder please return it to him?

H. E. Schutte, formerly connected with the Electrical Engineer's office, has been made assistant to A. W. Norton, pilot engineer, Equipment force.

W. R. Price was married on April 20 to Miss McCallister, the daughter of Baltimore's leading sporting goods dealer. Price is a good sport and our best wishes are his.

"Snookums" Pohl also expects to become a benedict soon. Good luck to you, "Snookums."

Mr. Warne is a proud daddy; he has reason to be. Didn't the stork bring him a fine little daughter?

Who likes Roquefort cheese? Renehan passed some to Miss Block, who tasted it and passed it on to Miss McMann. Miss "Mac" devoured it with a relish—until "Joe" told her that his wife had found worms in it. The scene was changed.

Allen L. Dell was the recipient of numerous birthday cards, signed "Luther," "Nellie," "May," "Elsie," etc. His nautical luck may change if he slips on the Sea of Matrimony. Dell is a Beau Brummell on land, and he knows what makes wild cats wild.

Excuse us, friends, our work is serious and full of detail. Now and then we resort to foolishness, but wait. A good report about Valuation is being prepared for our readers.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

The latest atrocity perpetrated on the unoffending citizens of Catonsville was committed by one "French" Gartrell of this office, who during

Easter week, as a member of an organization presenting a cantata, was supposed to sing a solo. All went well until it came to "French's" turn. Then the tragedy came. On the first note, three women fell over in a faint; on the second and third, seven more women and one man with a weak heart were added to the list, and this ratio was sustained until, when about quarter through the song, the lights started to blink and, as if to shut out the terrible scene, slowly went out. Bedlam broke loose and a catastrophe was only averted by someone sending in a hurry call for the Volunteer Fire Brigade. Next time the church has a cantata, instead of paying "French" to sing, they are going to pay him to keep quiet.

Brother "Al" Lehman steps out into prominence for this issue and wrests the laurels, long worn by W. H. Brauer, as the champion overcoat loser. It used to be a yearly event for W. H. B. to lose an overcoat at the Burlesque Boys' Ball, but those days were different. And just to think, a \$60.00 baby at that. Just laid it down to bowl a couple games, and presto! when he goes to look for it—nothing doing. Better keep your overcoat on the next time you bowl, Albert.

On Wednesday night, April 6, the curtain was rung down on the bowling season for this office. For the initial effort, the event was a success from every standpoint. The attendance was exceptionally good and the spirit of friendly rivalry always in evidence.

It was seen early in the race that the Kilkenny Kats had all the class, but the battle for second place was a corker. These two teams—Wild Cats and Sad-as—fought it out to a finish. Just how close the race was may be judged from the fact that the result was in doubt until the final ball was delivered in the last game. These two teams were tied on the last night; Sad-as

won the first, Wild Cats the second, and by consistent bowling, aided and abetted by several lucky marks, Sad-as won the last and deciding game by a 15 pin margin, thereby going into second place. Through the loss of a good player at the very start of the season, the Excelsiors were placed under a severe handicap from which they never did recover, although they showed themselves true sports by sticking it out.

The standing of the teams and individual averages are as follows:

TEAM STANDING

	WON	LOST	PER CENT.
Kilkenny Kats.....	43	20	682
Sad-as.....	32	31	508
Wild Cats.....	31	32	492
Excelsiors.....	20	43	318

INDIVIDUAL AVERAGES

	GAMES	TOTAL PINS	AVERAGE
Pritchard.....	60	6124	102-4
Spurrier.....	63	5988	95-3
Atwell.....	60	5626	93-46
Poole.....	63	5790	92-57
Lehman.....	..	5734	91-1
Lutz.....	60	5433	90-33
Reichert.....	63	5686	90-16
Ackler.....	..	5569	88-25
Limpert.....	..	5531	87-57
Spedden.....	51	4450	87-13
Burns.....	57	4939	86-37
Shakspeare.....	60	5173	86-13
Dudderar.....	63	5370	85-15
Brauer.....	57	4745	83-14
Cann.....	51	4224	82-42
Moore.....	48	3941	82-5
Schuster.....	55	4495	81-40
Milnor.....	57	4593	80-33
Snyder.....	54	4329	80-9
Hartwig.....	57	4558	79-55

P. S.—Just by accident we discovered a brown derby hidden away in a corner and, being in pretty good shape, presented it to F. B. Milnor, who waited until the last night of the season to equal the league record held by George Schuster, i.e., three down the gutter.

AND NOW FOR THE BIG FEED!

Auditor Disbursements

Correspondent, JOHN C. SVEC

The Accounting Department trimmed the boys of the Coal Traffic Department at Duck Pins on March 11, to the following tune—Accounting Department: Beck, 285; Whelan, 280; Ryan, 310; Boring, 317; Baker, 357—Total, 1549. Coal Traffic Manager's office: Sauerwein, 311; Cox, 335; Blake, 252; Bauer, 269; Shinnamon, 244—Total, 1411.

Auditor Merchandise Receipts

Correspondent

P. HENRY STARKLAUF

Arthur Elwood Fleming recently arrived in the family of "Sergeant Bob" Fleming, as did Edward Alexander Valentine, Jr., in Tacoma, Wash., son of our former Miss Mary Lillian Ganzhorn. Best wishes.

It is with profound regret that we chronicle the sudden death of Miss Margaret Gustin, on March 19. Services were held at her home in Govans by Dr. Clark and at the home of her grandparents in Blanche, Ohio, by the Rev. Dr. Rowland of the Universalist Church. Interment was in the I. O. O. F. Cemetery there. Floral designs



WHO LIVES ROQUEFORT CHEESE?



IN THE NAVY 3 YRS DURING WAR NEVER SENT ON A SHIP BORN APR. 12



MISS MARY HAS MANY ADMIRERS



Miss Margaret Gustin

were sent by the Comptometer Local and Revision, and Interline Divisions. Quite a favorite among the younger set, her bright face will be missed in our organization. The family have our condolences.

James Bander Adams, an old-timer among the men in and around Hancock, passed away suddenly at a local physician's office in Hancock where he had gone to seek relief on the night of March 31. The writer will truly miss him, as "Jim" always had a hearty hand-shake and an old-fashioned greeting for me on my many hiking outfits in and around Hancock and Berkeley Springs. He avoided my kodak, as we often wanted to "shoot him" in order that we might put him in the *MAGAZINE* as a representative employee "who was always on the job." His sisters have our sympathy.

Clerks in this office are endeavoring to put Elkins on the map, now that it is on the System. What's the attraction, Misses Worthington and Taylor? You may evade me for a while, but my trusted lieutenants will get you in the end.

No matter how big and stout Caldwell may get, he will always be Lean. Yes, and as for Ralph, no matter how unfortunate his wife may be, he will always be Lucky. Not so long since he was serenaded by the Agony Five of the Revision Department—"Shad" Gilley, Henry Hudson, James Scharf, John Herpel and "Joe" Simmonds. Shades of Mozart! Jazz and syncopation were so in motion that the latest echoes of the neighbors were that the harmonious five be headed south or some other equally warmer seaport.

We also have another five—seniors this time (not juniors as are the afore-mentioned)—the Terpsichorean Five, who want to be real young again, taking modern ball-room dancing lessons—observe, too, private lessons—lest none but themselves criticize. One of the number is studying steps. (Can't quite get this one, although a half soldier myself). Why should he be reading a military booklet, particularly that section "The School of the Soldier"? Maybe the Lieutenant from Holabird has given him a task for penance. Shake 'em up fellows, right hands to right. Blow the whistle!

Walk is part of my name and some of us love to walk, but walking for sure did outdo the Sisters Lena and Theresa, who recently visited "the City." The Statue of Liberty

steps almost finished them. Enclose self-addressed stamped envelope for remedy for aching feet.

Auditor Passenger Receipts

Correspondent, G. FRED MILLER

Secretary to Auditor

At a pretty surprise luncheon, tendered her at the country home of Miss Mollie Hamlen, Glenburnie Manor, Md., Miss M. Rowena Lathroum was presented with some exquisite china. On March 13, Miss Lathroum was married to Mr. Horace Frederick Rockwell. After an extended honeymoon they will make Baltimore their permanent home. All join in extending congratulations and offer best wishes for many years of happiness.

What a lovely time we had in Washington during the Inauguration! It was splendid, the crowds were congenial, the weather invigorating, and we just had the nicest time going over. Chocolate and everything.

Miss Mildred Eberhart and Mrs. John J. Kavanaugh have fully recovered from operations and have returned to the office. We are happy to have them with us again.

Young married men of the office have discovered that their vacations can be put to very beneficial use. Each Thursday morning their wives present them nice boxes of freshly dug "wiggley worms," and an egg sandwich, and they forthwith rush off to the happy fishing grounds, where they gather in Friday's dinner. Pike are running especially well now.

Are you going on the personally conducted tour to New York with the A. P. R. Welfare Association? Get full particulars from Mr. Finn. They "gonna" ride on the Fifth Avenue busses, see the home for fishes down by the Battery, see the Zoo and Chinatown and all of New York in one whole day.

Full particulars as to the proper manner in which to make journeys to the Middle West can be had by communicating with the three twins of this office. Instructions as to comfort, meals, and best hotels will be gladly given. The use of camp chairs is advocated for all trips.

Miss "Dottie" Wills received quite an expensive Easter basket from one of her many admirers. After presenting the gift, however, the donor was suddenly called home because of a serious accident. We are glad to say he rapidly gained consciousness and has fully recovered.

Now is the time to use some of our new Spring energy to gather business for the Railroad. Go get it, freight and passenger. Just drop a word here or there, and you will be surprised at the result. You know the old saying about "Little drops of water and little grains of sand." Well, the same holds good in business. It's the little things that count. Just a little act of courtesy, or a little deed of kindness may mean much to the Railroad and to ourselves, personally. Tell your friends where you work, why they should patronize this Company, what a fine road it is to travel on, and the splendid fast freight service we operate.

Our baseball team is working out fine, and they expect to be well up among the leaders in the Baltimore and Ohio league at the end of the season.

Come see the office after our recent Spring house cleaning.

Please mention our magazine when writing advertisers



YOU Can Get a Ford FREE

Without a Dollar of Cost

You don't have to pay for it—not even the freight. Not a dollar of your money is required. The man shown in the car answered our ad. Now he's riding in the car we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.

G. WOODS, Mgr., 203 Capital Bldg., TOPEKA, KANSAS



Cost Department

Correspondent, R. N. FRYE

R. W. Rittenour, special engineer, has been assigned to temporary duty, Washington Terminal.

H. P. Hahn has been stationed at St. George, S. I., in connection with improvements at the S. I. R. T. Company.

J. E. Weilert has purchased the "sparkler," which a certain young lady is wearing, and we expect things to happen around the middle of June. Give us all an invite, "Joe."

Engineer J. M. Russell is wearing the broad smile, the stork having visited his home and left a 9-pound boy. Another engineer for the Cost Department.

G. W. Kelly, engineer, has left us to accept employment with the City Sewerage Commission.

Walter Knell is with us again after a bad attack of the "flu."

On April Fool Day, "Joe" Bohlman called the Druid Hill Park Zoo, and was informed that Mr. Hay was still in the loft.

The spring fever has gotten a grip on the office and you hear all complaints during the day, such as, fishitis, baseballitis, boatitis, bowelitis, golfitis, chickenitis, etc.

Real Workers

Insist on

Tower's Fish Brand COATS OR SLICKERS

For Rainy Day Wear

Two styles of medium length coats especially adapted for railroad men. No. B421 fitted with *Reflex* edges that stop the water from running in at the front, and No. B411 fitted with Brass Clasps and Storm-lap.



Catalog Free
Dealers Everywhere

This mark
guarantees
satisfaction



A. J. Tower Co.
Established 1836
Boston, Mass.

Visit Clifton Park any Saturday afternoon and watch our Cost Engineer Bennett make a hole in one, on the golf course.

R. F. Klebe has returned to his desk after an attack of the "flu."

Frank Nichols is confined to his home with the "flu."

The entire office extends its sympathy to L. E. Emmett, our co-worker, at Cincinnati, who has asked for an indefinite furlough because of ill health, after a very serious attack of the "flu."

Staten Island Lines

Correspondent, G. F. GOOLIC

What Indeed?

When the workmen own the workshops,
And the railroad men the rails;
And the grocery clerks the groceries,
And the mail clerks own the mails.
When the preachers own the pulpits,
And the pressmen own the shops;
And the drillers own the oil wells,
And the jails are owned by cops.
When conductors own the street cars,
And each driver owns his bus;
Will you tell us common people
Whatinell becomes of us?

Thursday evening, March 31, Staten Island Railroad Club held its third entertainment and dance of the season at their club rooms, Livingston, Staten Island.



Two happy Staten Islanders
Miss B. I. Heal and William D. Risch

Messrs. Carney and Brown, popular black-face comedians, made a great hit with their songs and jokes, responding to several encores. Mr. Carney is employed in the Maintenance of Way Department and Mr. Brown is a former employe of the Car Accountant's office. They put over "Floatin' Down to Cotton Town," garbed in appropriate costume.

Charles Donnelly, trainman, gave a good imitation of train No. 697 pulling out of St. George "On Time," followed with another correct imitation of Engineer Michael J. Hanlon trying to get started when the rails are covered with ice and snow. Mr. Donnelly completed his number with a buck and wing dance and was loudly applauded.

Miss Frances Connine, ticket agent, rendered the popular hit "O-h-i-o" and "I Want to Go to the Land Where the Sweet Daddies Grow."

John Howard, of New Brighton, who is making his debut in Keith's Circuit, New York, with "Gus" Edwards, rendered his original jazz dance which was well received by the audience.

Music for this affair was furnished by the well known Staten Island Railroad Club synopators.

Refreshments were served by the ladies, whose home-made cakes were much enjoyed and for which we thank them.

The door prize for the ladies was carried off by Miss Elizabeth Adams, secretary to chief clerk, Lighterage Department, St. George. Joseph Bloom, clerk, Tompkinsville Freight Station, held the lucky number for the gentlemen's door prize.

All enjoyed themselves immensely and it was not until the wee hours of the morning that the professor was permitted to play "Home Sweet Home," which was music to his ears.

M. J. Kubinak recently announced that he was "an old married man." We wish him happiness. Too bad, girls, but there are still a few bachelors.

Did you hear the latest? Agnes Doody, telephone operator, St. George, is now known as Mrs. Blair Kuehn. The lucky fellow comes from the coal regions of Pittsburgh.

The employes of the Staten Island Lines extend their heartfelt sympathy to Clerk Leo Meloy in the loss of his mother, who died recently of pneumonia.

Miss Lillian Breidenback, formerly employed in the Car Accounting Department, Pier 6, St. George, became the bride of Dr. W. J. Higgins on Easter Sunday. The Car Accountant's office presented her with a handsome boudoir lamp.

Frank Shannon, leading laborer, Section No. 6, has been promoted to track foreman of Section No. 1, vice John Carroll, transferred to crossing watchman. John Carroll came into the employ of the Company in July, 1896, as a trackman, and on March 20, 1903, was made track foreman of Section No. 1. He remained in this position until March 31, this year, when his eyesight failed. Mr. Carroll is an old and valued employe, and the Maintenance of Way Department regrets losing him.

The accompanying picture is of Miss B. I. Heal, stenographer, Division Engineer's office, and Traveling Auditor William D. Risch. "Bill" comes from a place you can't find on the map without a magnifying glass (Hackensack, N. J.), and "Bea" comes from a place just as bad (Staten Island). They make a good pair. What do you say?

Baltimore Terminal Division

Correspondent, MARTHA V. FOX, Car
Record Clerk

The elevators at Locust Point now have 100 per cent. membership in the Relief Department.

The new system of cleaning and transferring grain and the high pressure dust collection systems, the most modern and extensive systems of any elevator, are now in full operation. Both driers have been going night and day since February 14, drying at the rate of over 1,500,000 bushels of corn a month.

"Bill" Callery, the ground hog, sees his shadow every day when he comes out of the big hole. That's because there are no shadows where he labors. It takes a Turkish bath to find "Bill" after a day's work.

Cleaning cars at Locust Point is a live subject with Agent White and Supervisor Barrett. Ask them if they will do it again.

Our old friend "Windy" Dunnington tore his pants the other night. He blames it on having to climb over cars. We know better. He is getting fat on the job.

"Doc" Mathers is pruning his vines along the Bush River fishing ground. Wonder what he figures on fishing for. Shades of Volstead!

We know one assistant superintendent who is scheming on how to educate children in Safety. Go to it!

Trainmaster "Gasoline Bill" Hoddinott is getting callouses on his feet. We know why. How much are they charging for gasoline "Bill"?

Agent's Office—Camden

Correspondent, W. H. BULL

Another of those delightful musicales was held in the Men's Rest Room, Camden Station, on March 30, under the direction of Mr. Oregon Milton Dennis, musical director, assisted by J. M. Green, assistant general foreman.

Singing by the men's chorus was a feature of the program. A quartet from the Baltimore and Ohio Glee Club, consisting of R. M. Van Sant, first tenor; W. R. Clymer, second tenor; C. E. Mitchell, first bass, and C. K. Townsend, second bass, rendered several selections which were much enjoyed by those present. Several pretty solos were sung by Miss Bailey.

The picture on the next page shows the group after the meeting.

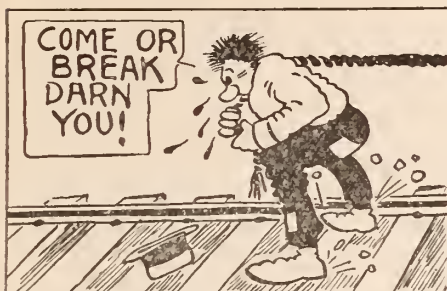
The Accounting Department is in the limelight, the stork having recently visited the homes of Mr. and Mrs. Robert Barham, leaving a son, and of Mr. and Mrs. C. H. Schmidt, leaving a daughter. Congratulations.



Correspondent, ROBERT L. HEISER

Oh, th' train was coming, coming fast, but how in th' world will th' train get past? For th' wire is broke on th' signal pole and a great big freight comin' out o' th' hole. Ninety cars and th' hill to make—Oh why, oh why, did that signal break! Who'll volunteer to save th' day? "I will, I will!" they heard a young man say. "I'll climb th' pole, I'll save th' day!" Th' wind was blowing a terrible gale and it was no time for a signal to fail; but things will happen down Baileys Way, in fact they happen most every day. "Al" Evans, our hero, with waving hair, stopped his work holding down a chair, grabbed his coat, put on his hat, shed a tear and kissed th' cat: rushed from th' tower and up th' track, around th' pole and met himself comin' back. Th' engineer on th' Locust Point freight bet th' fireman that "Al" was a bit too late. "Al" shinned th' pole, held th' signal clear, and all th' folks set up a cheer. He lost his coat and he lost his hat and th' wind blew his shirt from—where it was at. With a rush and a roar th' train made th' hill, and if it didn't stop it's going still. And our hero bold is th' man o' th' hour as he wrestles switches in Baileys Tower.

The feat performed by Mr. Evans was more than creditable, but under the assumption that all work and no play makes Jack a dull boy, the correspondent can't help but see the funny side of it.



Howard Martin gettin' 'em over the Belt Line

Have you noticed the time the eastbound freights are making on the Belt Line? There's a reason; trainmasters are riding 98's and they're surely getting them over the road.

There have been several changes on the Belt Line; everyone misses "Smitty," who has been bumped from "CA" to Alexandria Junction on second. Mr. Wolfe has been moved to West Baltimore on third, but Francis DeVoughes highly recommends Mr. Wolfe's work while at Baileys.

Percy Asher, dispatcher in "DO," had been sick for a few days, nothing serious, and some one sent him a lot of nice flowers. Among them was a wreath with the words "Rest in Peace" inscribed across it. The flowers were mostly dandelions and johnny-jump-ups. Now what we want to know is this: Was some one remembering him before it was too late, or was some one too soon? We heard the second trick operator at Halethorpe asking Clarence Gosnell for Percy Asher's address. Now I wonder?

Locust Point

Correspondent, JOHN E. GREEN

The old saying that "The best of goods come in small packages" is now exemplified at our office in the person of Joseph Gilbert Rosenzweig, secretary to the assistant freight agent and chief clerk.

He is strictly a lightweight, physically weighing probably about 75 pounds and a water cracker—but oh, boy, not a lightweight when it comes to work. His pleasing address and urbanity have made him quite a force in the office.

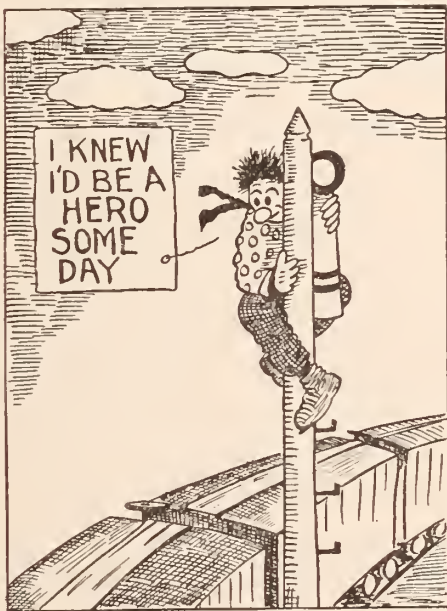
Did you see John Pringer in the parade on Charles Street, Easter Sunday? He was surely some Beau Brummell. We expected

by this time to record his departure from the state of single blessedness to the realms of connubial bliss; but there seems to be a halt in the procession. Is he fickle? or has he cold feet. Either is detrimental to peace, after the fatal words are spoken. I hope he is not nervous, for you know there is truth in the old couplet which runs—

He either fears his fate too much
Or his deserts are small,
Who fears to put it to the test
And win or lose it all.

It certainly appears as if matters were getting quite serious with Charles Ecker and his fair inamorato, as the prizes he selects when he wins on the Junior Order punching board run to household articles such as silverware and carving sets. We are afraid "Charlie" has been captured and is beyond redemption.

Dudley claims he has raised strawberries on his farm at Hamilton as large as peaches and has broken the ice at times to pick



"Al" Evans playing hero

them. Oh shades of Ananias! He fails to state, however, whether he picked them out of the crushed ice, placed them in a glass, and whether the glass contained other in-

Set in Solid Gold Solid Gold in Set

Send Your Name and We'll Send You a Lachnite

DON'T send a penny. Just send your name and say: "Send me a Lachnite mounted in a solid gold ring on 10 days' free trial." We will send it prepaid right to your home. When it comes merely deposit \$4.75 with the postman and then wear the ring for 10 full days. If you, or any of your friends can tell it from a diamond, send it back and we will return your deposit. But, if you decide to buy it—send us \$2.50 a month until \$18.75 has been paid.

Write Today Send your name now. Tell us which of the solid gold rings illustrated above you wish (ladies' or men's). Be sure to send finger size.

Harold Lachman Co., 204 S. Peoria St., Dept. 4014 Chicago

gredients; if the latter be as we suspect, we will be compelled to get the boy to page Mr. Volstead.

It is often remarked, that no one loves a fat man; but this is at variance with the feeling at Locust Point for F. F. Berghoff, our agent's secretary, whose bright, cheerful face, topping a body of about 250 pounds avoirdupois, quite often dispels the gloom which at times hovers over the office. His readiness to help, when requested, especially in typing our articles for the MAGAZINE, is appreciated. Here's long life to "Freddie"!

Our friend and fellow clerk, "Joe" Monaghan, saw his fondest hopes realized at the laying of the cornerstone of the new public school No. 76, which is now in course of construction, in the annex of Latrobe Park on Fort Avenue. His well-satisfied look, as he sat on the speakers' stand, at the right of His Honor the Mayor, gave evidence that he was well pleased with his efforts. We extend our congratulations on his well-deserved triumph.

There's a clerk in our office who is cheerful and frisky,
Whose name, by the way, is "Joe" L. Lubinski.

Whose bright happy smile, and gay repartee,
Often lightens our labors when work don't quite "gee."

His "Railway" piano he plays very fine;
In fact that's required, so he'll get off at nine.

In rating and routing, and billing the freight,
His time is well covered in his day's hours eight.



Group of employees from Camden Freight Station who enjoy singing together after lunch

Please mention our magazine when writing advertisers

But still there's a mystery about our friend "Joe,"
Why he's shy of the girls, we'd sure like to know.
If it's a secret with him, 'tis a secret he'll keep,
And yet we keep thinking—"Still waters run deep."

Look out "Joe"—Sherlock Holmes is on your trail—DLUOG.

Baltimore Division

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

Brunswick Terminal

Divisional Safety Committee

W. O. SHIELDS.....Chairman, Terminal Trainmaster
W. M. MAGALIS.....Vice-Chairman, General Yardmaster
E. W. BURCH.....Yard Conductor
J. C. SANGER.....Yard Engineer
G. W. HOLLAR.....Fireman
E. E. LEE.....Yard Clerk
G. C. DEAN.....Yard Brakeman
W. E. SHANNON.....Transfer Agent
E. BAKER.....Check Clerk
M. C. FULLER.....Check Clerk
D. C. YATES.....Brakeman, Shenandoah Division
J. J. GOOD.....General Foreman
H. L. HARRISON.....Pipe Fitter
J. E. HIMES.....Machinist
G. F. BISSETT.....General Car Foreman
E. BAKER.....Car Repairman
F. C. BADGER.....Car Repairman
H. E. LITCHFIELD.....Storekeeper
O. L. HARRISON.....Laborer
B. W. STRAW.....Supervisor
T. A. SIGAFOOSE.....Foreman
J. H. MOLER.....Trackman
G. A. CRIM.....Secretary

William B. Amey, divisional representative, Freight Claim Prevention Bureau, has been transferred to Parkersburg, W. Va. The office force regrets his leaving our territory.

The duties of C. E. Bohn, divisional representative, Baltimore Terminal Division, has been extended to cover the east and west ends, Baltimore Division.

Miss Thelma Thomas has accepted position as stenographer to the chief train dispatcher, vice Miss Wright, who resigned to take a position with J. C. Leib, commission merchant, Baltimore.

The position vacated by Miss Thomas has been filled by Miss Schammel of our office force.

Miss Dorothy Kern, of Steubenville, Ohio, niece of Mrs. Lizzie Lawrence of our office, paid us a visit while on a trip East. Since her return home, a number of us have received postals.

Tho those who own victrolas, we suggest the piece "Mammy" as such by "F. X. R." The piece as rendered is pleasing to the ear. If you are buying a Columbia record, get the one by Miss Schammel.

East Side and Brunswick are out for the banner pennant in the "No-Accident Campaign." All departments at these terminals are organized as one unit and are competing against the units at other points on the System.

Brakeman J. C. Barrett and Fireman R. Burke, who were injured on the East End and were in the Delaware Hospital at Wilmington, have resumed duty.

We regret to chronicle in these columns the death of Conductor John Severn, one of our veterans in freight service.

Conductor "Joe" Ruby was retired on January 8, after an active career in train service.

Brakeman Thomas White was confined to his bed for several weeks.

We extend our sympathy to Engineer S. E. Pickett in the death of his wife. Mr. Pickett has only recently returned to duty after a long siege of blood poisoning, which started from a slight injury to his hand.

Meetings for discussion of fuel consumption have been resumed since W. L. Robinson has returned to the Eastern Lines. Engineers, firemen, conductors, trainmen, and others interested, are invited to attend.

Dispatcher A. F. Spurrier, on the last trick of the Main Line, is now on the last trick of the Terminal District.

Dispatcher George K. Seibert returned to duty after a few days' illness.

"DO" Office informs us that Gilbert Stuart, clerk, has become a Prince Charming. We noticed a young lady on his arm going up the steps the other day. We do not know which one needed the assistance.

The fast freight business is standing up well. On some days it runs as high as 100 loads for 97's at Park Junction. Three 94's are run on the East End; two New York, and one Philadelphia.

Weekly meetings of the staff are held every Monday and all employees are invited to attend. A number of engineers, conductors and trainmen have been present at these meetings.

Washington Yard for the month of February established a new high record for cars handled, the number being 11,757.

East Side maintained first rank in February and March on terminal time in the Eastern Lines. Fine, boys; keep it up!

East Side, Philadelphia

Correspondent, CHARLES H. MINNICK

We are very sorry to report the death of the baby boy of our chief clerk on Wednesday, March 23, at the Dietz home in Baltimore. Our deepest sympathy is extended.

During this same week came the news that on Monday morning, March 21, the father of Miss Loretta Jordan had passed away. We hope that the Heavenly Father will send His Comforter to both these, our fellow-workers, in their hour of trial and help them to bear the cross which has fallen upon them.

Prohibition definition of hay: grass in a dry state.

We certainly miss the "Old Dodger" (apologies to "Jim" Simpson), who used to keep us all in a good humor by his pleasant smile and witty remarks. He is now using his talents on the still watches of the night. i. e., 4 to 12 midnight in the roundhouse.

For ambition and pep, our little "Turtle Dove" can't be beat. If you don't believe it, ask "Doc" Pence. If George was a little older he would be smoking some good cigars at the doctor's expense; as it is, we don't want to teach him any bad habits. He kept the "Doc" busy examining candidates for the Relief last Monday.

We wish you could see our "Jack" Ehrig in his new overcoat. Maybe he isn't some sport. Perhaps we can persuade him to send in his picture some day. And, by the way, he parts his hair in the middle!

The door opens and in rushes a hurricane at 60 miles per hour. A voice demands "Helen give me your engine failure book, please!" Guess who it is? None less than our beloved "Smitty," general foreman.

Ever see an old farmer with humped shoulders, overcoat and soft faded hat? That's him, "Jim" Donnelly, our worthy inspector—a diamond in the rough with a heart of gold. We all like him—that fellow would help anybody that needed it.

Morris Heitzer, our coal clerk, has become engaged to Fanny. We congratulate you, Morris, and hope the H. C. L. will drop before you get tied up.

We hear that "Johnny" Dimond, our roundhouse foreman, has a new little daughter; in fact he has had her now some two or three months. If he isn't too bashful he might give us a picture of her to put in the MAGAZINE.

Quiet and inoffensive but getting there by degrees like the thermometer—that's our little Cresse. Be careful of our service records, Elmer.

"Bring in Smith, Dimond, Haines and Tangye to my office at once!" We don't have to tell you who spoke those fateful words. Our Master Mechanic J. P. H. is a real one, with an accent on the master; if you don't believe it, just try to pull one over and see where you get off.

We must not overlook one of our most faithful and efficient roundhouse clerks, "Bill" McMullen. He is not only efficient, but the girls say—ah!—that he is positively handsome! We'll have to snap a picture of him also for the benefit of the readers.

Passenger Station, 24th and Chestnut Sts.

Correspondent, CHARLES A. ALLEN

Miss Anna Krumm, Timekeeper's office, who has been ill with grip, is now convalescing.

We are glad to see "Ben" Tichnell out again. "Ben" has just recovered from a couple of weeks' illness. We missed his merry countenance; his good nature is contagious.

Washington, D. C., Freight Station

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

"CUT LOSS AND DAMAGE IN HALF. IT CAN BE DONE!"

This slogan, coming from the Freight Claim Department, is a good one, and it behooves us all to try and live up to it as closely as it is possible to do so. We are all interested in reducing the amount of



The Capitol at Washington on Inauguration Day

conductors on this division, and we all join in wishing him many more years of happiness. The *Mineral Daily News*, in its issue of March 22, ran the cut shown in the March MAGAZINE of the pensioned employees.

"Jack" Davis, car repairman, and Miss Verda Drake, a trained nurse, both of Keyser, were married on March 20, in Cumberland. Congratulations.

The *Mineral Daily News*, published at Keyser, ran in serial form, during a part of March, the information contained in the Passenger Department folder, "See America." This was run in eight or ten installments, covering a period of that many days and proved to be very interesting. Much favorable comment was made on it by the public, who watched each day for the continuation of the history concerning the Railroad that has never been published in our town. Many interesting things have been brought to the correspondent's attention, by people not connected with the Company at all, but who realize its greatness, and who are anxious to speak a good word for the "Best and Only."

Timber Preserving Plant

Correspondent, E. E. ALEXANDER

"Yesterday, today and tomorrow! You can't erase what you did yesterday and you can't use tomorrow's time until it comes. What you can do—the only thing that even the greatest genius can do—is to make use of today's time, the present hour. Fill the present hour with useful work and tomorrow you'll not only have no regrets about the past, but you will find yourself better fitted for the duty of the hour at hand."—*Selected*.

Let's Go!

In our April items we proudly reported the establishing of a new February record. We are now able to report a new high record for the month of March, 109,423 ties! (Best previous March record was 95,301.)

Several of our employees are securing books from the Baltimore and Ohio Circulating Library. More should take advantage of this. Employees or members of their families may get books by applying to Inspector A. E. Irving, agent at the Plant, for a card.

Our camp boys express themselves as well pleased with our new commissary management under Mr. Carroll R. Passapae. Any of our friends stopping or passing through Green Spring are invited to stop with Mr. Passapae and get a first-class \$1.00 meal for 40 cents. All you can eat. No limit.

Introducing Master Ralph Gerald Smith, son of Express Agent and Mrs. Ralph G. Smith, born on March 15.

Paint Up!

What a difference a new coat of paint makes! Platform Foreman G. C. Conley has just completed painting the Company house occupied by him, and you would hardly believe the improvement it makes in our village. Several owners are hoping to follow suit.

Home Owners

Fourteen of the houses in the village of Green Spring are owned by Plant employees, at least three more by other department employees, and still others under consideration. Not so bad.

Treating Inspector M. M. Rabourn, who was called to Terre Haute, Ind., to relieve Inspector Von Leer, was later assigned to Finney (Ohio) Plant, to assist Inspector

C. L. Kittle. Inspector Kittle writes that Mrs. Kittle is able to be at home again after having undergone a serious operation in one of the city hospitals at Cincinnati.

R. N. Angier, formerly machinist at Mt. Clare, has been appointed special apprentice at the Plant, vice A. E. Irving, tie inspector.

Official Photographer G. B. Luckey, with Mr. Otto, made his first visit to the Plant in March. We believe that at least part of Mr. Luckey's impressions are shown elsewhere in this issue.

Your opinion, please.

The Cross Tie-gers

Some of the boys are making a commendable effort to reorganize the "Cross Tie-gers" for the 1921 season.

While not having the opportunities of the men in the larger shops and divisions, they are anxious to put a good team in the field, and are working to that end. At a recent meeting, when the few possessions of the old team were invoiced, it was decided to have a dance for the benefit of the team. Their first venture, held March 25, was well attended. The boys had a good time and a few dollars were added to their treasury.

The success of their dance inspired further effort, and with only a few evenings practice they crossed bats with Romney on April 2, and returned home with their spirits still further elated by winning their first game of the season; score 4 to 1.

Success to the Cross Tie-gers!

Treating Engineer J. C. Alexander is manager this season; H. M. Whitford and R. Keister, captains.

On the evening of March 27, at the United Brethren Parsonage, Martinsburg, W. Va., Rev. H. E. Richardson officiating. G. H. Whitford of the W. U. T. Co., at Green Spring, W. Va., and Miss Mae Elizabeth, daughter of Mr. and Mrs. G. N. Teeters, Green Spring, W. Va., were united in marriage.

Miss Hazel Crabtree, cousin of the bride was bridesmaid, Mr. H. M. Whitford, brother of the groom, was best man.

Following the wedding the bridal party was tendered an elegant supper by W. U. Foreman C. I. Gay, at his home in Martinsburg.

A reception and supper in honor of the newlyweds was given at the bride's home by her parents, Monday, March 28. Those present include: Mr. and Mrs. George Taylor, Mr. and Mrs. J. C. Alexander, Mr. and Mrs. D. A. Cain, Mr. and Mrs. R. G. Brown, Mrs. James Wagoner, Mrs. S. D. Crabtree, Mrs. Norman Whitford, Mrs. Earle Van Dyke, Mrs. Rebecca Michels, Messrs. William Kesler, Hobart Whitford, Parker Rolston, Worthington Kline, Dudley Crabtree, Jr., Claude Twigg, D. Canon, Jesse Teeters, Jasper Grandle, Howard Lewis; Misses Geneva Kline, Edna Foley, Odessa Allen, Hazel Crabtree, Flora Morgan, Mary Ellen Morgan, and Miss Amy Jewel Alexander.

In order to increase production in the Plant and to show more graphically what this output really means, we make up a daily output chart for each month. This is our "pet" chart, and while it has only been in use a few months it has proved its daily usefulness to such an extent that it has established itself permanently, and we consider it one of the greatest incentives to increased production yet put into effect at the Plant.

Each day's output in relation to production for the month is marked up immediately upon completion of the day's work, keeping our foremen, engineers and all

concerned advised of Plant standing at all times, and great interest is manifested in keeping the Plant output above the production line. A new chart is put up each month, the production line is shown in black ink and the daily output (number of ties treated) actually made, in red ink. Let's go!

Martinsburg Shops

Correspondent, W. L. STEPHENS

Wedding Bells at Martinsburg

Robert Evers Gordon, operator, known to all employees of this division as "Bob," and Miss Marie Shaffer Bowley were married in this city on March 21. The wedding ceremony took place at the parsonage of the First Methodist Episcopal Church. After a bridal trip to New York City, they will reside at their home on West Race Street.

John Dayton Hite, fireman, and Miss Glennie V. Tederick were recently married in this city. Both these young people are natives of Berkeley County. The groom is an ex-service man.

Gilbert Horner Whiteford, lineman, Great Cacapon, and Miss Mary Elizabeth Teeters, of Green Spring, were married on March 27.

Claude Le Roy Hess, one of our employees, and Miss Laura Lillian Rickard were married on March 19. Both are from Hedgesville. Their honeymoon was spent in Philadelphia.

James Banner Adams

The railroad men of this section were grieved to learn of the death of James Banner Adams, assistant agent, Hancock.

Mr. Adams had served the Baltimore and Ohio for many years at Hancock Station, and was one of the best known men on the Road east of the Ohio River. His death occurred suddenly. Mr. Adams had gone to the office of Dr. P. Elwood Stigers for medical attention, and died of heart failure while in the doctor's office. The deceased was 54 years old. Two children survive.

Morgantown and Kingwood

Correspondent, WILLIAM EICHOOLTZ

Since the Baltimore and Ohio took over the Morgantown and Kingwood Railroad, the MAGAZINE has not said a word about us. Now that we are under such good care, we feel that we should have just a little attention paid us.

Our headquarters are located at Sabraton, W. Va., just out of Morgantown. The following are our officers: G. T. Hice, master machinist; C. B. Gossnell, in charge of car shops; Z. D. Hensell, trainmaster; R. W. Harkness, chief train dispatcher; W. M. Eicholtz, second trick train dispatcher; E. J. Carroll, extra dispatcher; Miss Edna Goff, clerk.

At this writing, business on the M. & K. Sub-Division is slack, owing to the fact that most of the coal mines are closed down, but we look for an improvement by the middle of April. We are running but few trains daily, trying to hold our men until business will increase enough to afford employment for them all. The M. & K. train and engine-men are a good set of men and well worth taking care of.

Pittsburgh Division

Correspondents

E. N. FAIRGRIEVE, *Car Distributor*, Office of General Superintendent
ELMER H. STOLTZ, *Pittsburgh Freight Station*



A lover of basketball is William Ryan, messenger

The accompanying photo is that of little William Ryan ("William" since the advent of long trousers some weeks ago), the smart little chap who handles the work of messenger, General Superintendent's office, Pittsburgh. "Bud," as he is more familiarly known, is a great favorite with the girls, and I am sure when they see his picture in uniform for basketball, they will all say, "O, isn't he cute! Isn't he the nice looking kid!"

After a recent trip to Cumberland, little "Bud" was minus on the sleep end when he reached home, but put in 22 hours in the sheets, then sat down for breakfast and got on the outside of the following: 6 eggs, 1 slice of ham, 12 slices of bread, 4 cups of coffee, 3 glasses of water.

Some sleeper! Some appetite! Some kid!

Miss Irma Hoover, of Mr. Martin's office, is not Miss Hoover any longer. She is known now as Mrs. Price, having stolen away one evening to become hitched up. Congratulations and best wishes.

Miss Mary Delahanty, General Superintendent's office, is at present at Mercy Hospital, convalescing after the performance of an operation. We wish her a speedy return to health.

C. S. Kerr, an old-timer in the service for many years, is also at Mercy Hospital, Pittsburgh. "Charley" has been in the hospital for some time and has been missed

by his associates and friends. We all wish him a speedy recovery.

Have you ever passed the Monongahela House on a Tuesday evening between the hours of 5 and 7 o'clock? We saw a lot of people going by the other night, and although the sun was shining and the sky peaceful and serene looking, yet these folk had their umbrellas raised and were scanning the sky for signs of rain. Not a chance. Baltimore and Ohio boys were inside rolling duckpins. Some thunder! Set 'em up again!

Pittsburgh Freight Station

The accompanying picture is of Miss Margie Shiring, daughter of F. J. Shiring, chief of Car Demurrage Bureau, Pittsburgh Freight Station.

NOTICE TO READERS.—Watch this space for "American Beauties" of the Pittsburgh Terminals. The correspondent anticipates receiving a large selection.

One of the social features in the Pittsburgh Terminals is the Welfare League. It is requested by the president that all employees and officials of the Pittsburgh District attend. The dues are small and opportunities big. Make up your mind and come along. This is where the correspondent got his start, boys. If you don't believe this, come out at the next meeting.

Glenwood Shops

Correspondent, FRANK RUSH

Wreckmaster Burchell has more to take care of now than his Ford, as recently a new baby boy arrived at his home.

It was with regret that we learned of the death of Boilermaker "Sam" Jeslowitch; also of the death of his wife, within a short period after that of her husband.

Recently Machinist Albert Brackney died, and several days ago his wife also passed away. We extend sincere regrets to the bereaved.

Assistant Machine Foreman E. L. Hopkins has been off duty for some time because of an injury. We hope to see "Bush" back on the job shortly.

Born to Mrs. "Mike" Puskas, wife of car inspector in Glenwood transportation yard, a bouncing 11-pound baby. Keep up the good work, "Mike."

Monongah Division

Correspondents

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

VERNON A. LYON, *Assistant Ticket Agent*, Clarksburg, W. Va.

The accompanying photograph is a good likeness of Trainmaster A. F. McWilliams and our congenial stationmaster and Safety First agent, W. A. Mitchell. These gentlemen are taking a great interest in the Safety First campaign now on.

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent*, Weston, W. Va.

"Think About It"

Stick to it boy,
Thro the thick and the thin of it.
Work for the joy
That is born of the din of it,
Failures beset you,
But don't let them fret you.
Dangers are lurking,
But just keep on working,

Please mention our magazine when writing advertisers

VOSE

The Vose Grand

represents 70 years of experience devoted to the attainment of an ideal. Its incomparable tone brings a lifetime of satisfaction to the lover of good music.

We Challenge Comparisons

Write for our beautifully illustrated catalog and floor pattern of the Vose Grand, also our easy payment plan.

Vose & Sons Piano Company
164 Boylston Street
Boston, Mass.

If it's worth while and you're sure of the right of it,
Stick to it boy and **MAKE A REAL FIGHT OF IT**—Guest.

It is with regret that we note no improvement in business conditions during the past month. In fact, the figures show an even greater falling off. Coal loading—the life of the Charleston Division—has gone to pieces, although we hear it's coming back during April. The big lumber yards seem to have forgotten all the millions of feet we have stacked away down here in West Virginia waiting for shipment, and the price of gasoline having dropped considerably, shipments have fallen off to a serious extent. However, we are still in the ring; what we have we are handling in good shape, and "What we have we'll hold." Just a few days ago it came to our notice that some cars of sugar shipped from New York, billed on the 17th, routed VIA THE CHARLESTON DIVISION, went into Charleston, W. Va., on the afternoon of the 20th. Pretty good service, we'll say, and we have more of the same kind for any one who wants to try our specially prepared brand of Charleston



Little Margie Shiring



Trainmaster McWilliams and Stationmaster Mitchell

Division service. It's up to us to fight for the business now, and every one of us can help by seeing that we don't delay it for a minute anywhere on this division.

WATCH THAT FOREIGN CAR—it costs our Company one big round dollar every day, and 20 such dollars every day mean 600 every month and more than that—7000 every year. Soon mounts up, and there is no one who cannot help to save at least a few dollars every month, which in the aggregate means a large sum.

WHEN YOU PUT THAT AIR HOSE ON THE FOREIGN CAR, MR. CONDUCTOR, did you remember to make out the Form 1116-B? If not your Company lost its value. **WHEN** you went out to lunch, and when you went home for the night, Mr. and Miss Clerk, did you forget to turn out the gas; if you did, then more money, which might have been used to better advantage in paying someone's salary, went up in smoke.

WATCH THE PENNIES, boys and girls, and the dollars will speak for themselves.

health. We understand he is visiting Hot Springs, Ark. We also understand Engineer G. C. Smith has gone the same way, and that our much respected and beloved old veteran "Captain Tom" Smith is thinking of making a short trip down to Arkansas. If they keep moving that way, it has been suggested that we remove the headquarters of our division from Weston to Hot Springs.

General Foreman Helmick, Gassaway, has been confined to his bed for the past week. We are glad to note he is able to be out again.

The very sincere and affectionate sympathy of every one of us is extended to W. E. Severns, our favorite division accountant, on the death of his father. We all feel deeply for him in his great sorrow, and the writer speaks for every man and woman here in taking this public means of expressing a sorrow which we find it hard to express properly to him personally in words.

C. E. Miller, clerk, Storekeeper's office, Gassaway, is the proud father of a boy. Congratulations!



Little daughters of Conductor H. H. Bailes

West is chairman of the committee. Machinist L. S. Sanders has been named Scoutmaster, and Car Repairman Clarence Riffle as assistant. Charter and commissions have been received from Scouts' headquarters in New York.

THERE IS NO SUBSTITUTE FOR SAFETY.

The Y. M. C. A. at Gassaway was again the scene of two delightful entertainments on the evenings of March 14 and 15 when W. F. Braden and A. D. Gans, Safety Department in Baltimore, brought with them the new motion picture "Bulletin 70." Mr. Braden spoke entertainingly at both meetings and Mr. Gans delighted every one in his usual inimitable way with magic. Many of our Gassaway friends helped to fill out the program, and the entertainments were a success in every way, the auditorium being filled to overflowing both nights. Superintendent Trapnell spoke on Tuesday evening.

Mr. Braden spoke on Safety to the students of the public school at Gassaway at 10 a. m. on Tuesday, and in the afternoon, to the great delight of the children, they were shown "Bulletin 70" and Mr. Gans' magic. Much credit is due to General Car Foreman Garber, chairman of the social committee, for the masterly way in which he handled the arrangements.

Try to Discover Your Own Shortcomings Before Your Boss Does

Recently there was an epidemic of rent raising in Weston. About everybody in town who owned a house "jacked up" the rent. Among the unfortunate ones who suffered to the extent of about \$10.00 per month, we find W. H. Schide, chief clerk. List, those of ye who would hear us a marvelous tale unfold. The following dialogue transpired at his home:

Friend Wife: Harry, do you know that awful man told me today that when our lease is up on April 1, our rent goes up?

Harry: ***** (left to the imagination).

Friend Wife: Harry ***** You should be ashamed. Such a nice man as he is, too.

Harry: Well! You may bet your next winter's hat, if you expect to have one, against a cent, that we won't pay it. You



"Joe" Conley



John Conley

Nothing is too small to save, even a sheet of paper, even a small pin. They cost money, and if you save enough of them for your Company, you will have saved very soon a dollar's worth, and dollars saved mount up very quickly.

WATCH THAT LUMP OF COAL, Mr. Engineer and Mr. Fireman. It costs money. And if you waste it you help to put the Charleston Division down the list in fuel performance. **SAVE THAT LUMP**, and you will put our division where it belongs—**FIRST IN EVERYTHING**.

We regret to note that John K. Cogley, but a short time with us, has been furloughed. While a newcomer, Mr. Cogley had many friends on the division who will regret his departure. In another way, the loss is also a gain, as it brings back to the family fold C. M. Criswell, whose jurisdiction has been extended to cover his old stamping ground, the Charleston Division. We welcome him back, and soon expect to hear on the summer evenings his melodious voice floating through the open windows of the Marble Palace in that sad but stirring refrain of better days: "Cars are only earning when the wheels are turning." Perhaps the return of "Charlie" will start our wheels turning some more.

Conductor S. Caudy, Clarksburg-Richwood run, is off on leave on account of his

Engineer W. A. Stalnaker, of the famed Pickens Local, recently took a week's rest. He was relieved by Engineer P. W. Toms, known in Weston for his smile and his size, an enthusiastic SAFETY FIRST man all the time.

Train Dispatchers Rollyson, Carpenter, Young and West of Gassaway are doing a little cooperative gardening. We understand they intend to take a shot at old man "H. C. L." in the line of vegetables.

General Superintendent J. M. Scott was the special guest of the Gassaway Y. M. C. A. on Tuesday, March 1. A committee of business men met Mr. Scott on his arrival and escorted him to the association building, after which he held a conference with them. At 8.00 p. m. an entertainment and reception was held in the auditorium, with a record breaking attendance. Mr. Scott delivered a most interesting and instructive address which was much appreciated by all who were able to be present. He was followed by Superintendent Trapnell. Other numbers on the program were selections by the Gassaway band, High School orchestra, and vocal selections by Misses Mary Fink and Teresa King.

The Boys' Work Committee of the Railroad Y. M. C. A., Gassaway, is sponsor for a troop of Boy Scouts. Dispatcher C. L.



Ticket Agent Brown

start out and find a house for us. I'm busy. Have to work (?) nights now to keep up.

A period of one week elapses, during which Friend Wife wears out three pairs of \$15.00 shoes tramping the streets and by-ways of Weston. Then—one glorious night.

Friend Wife: Harry, I've got it. About six miles from here, in the midst of a two acre field, standing all alone by itself in the middle of 60 or 70 others just like it, is our future home. You can get lots of exercise walking to and from the office, and you can till the fields and cut down on old man H. C. L. on the price of vegetables, and quit kicking on what it costs to run a house.

Then the next day.

Harry: Please, boss, I have some very important business to do today which requires my personal attention. I want the day off.

Boss: ***** Oh, well, what's the use? All right.

Then again, another day. Enter W. H. S., face wreathed in smiles, and says, "Boys and girls. I've got it. My country residence. (Space forbids our going into the details given by our friend.) You are all invited to visit it when you wish. I've put one over on the landlords all right. Now, Mr. — if you have nothing to do tonight after 5.00 p. m. I would like to spend about 6 hours with you conferring on the proper form of lease to absolutely protect my interests."

Time passes. Comes a nice fine wet day, raining in torrents, mud inches deep, and we hear a telephone call. "Mr. — I'm stuck in the mud two feet deep with a wheel off the truck, and the wagon has the last load of furniture, and among it is the bed, the bedding and the kitchen stuff. If you don't come and help me we'll have to sleep on the floor, and we won't have any eats." Like a good charitable citizen we are, we donned our rubber boots, walked several miles through the mud, and finally pulled our friend out. However, the sun shines after the worst storm. Now friend Harry and friend wife are settled down nicely in their new country residence. Everybody's happy, except the man who tried to raise the rent. "Baltimore shall never be trodden under foot by Weston" says W. H. S. and so endeth my story. There's another item, though, of what they did to Friend Severns when he made his first visit to "Lilly Brooke" Hall, and came home with his ankle in a sling—but that's another story.

Manager H. O. Hartzell, Industrial Department, Baltimore, recently visited Elkins, where he addressed the newly formed Chamber of Commerce, explaining to them how anxious the Baltimore and Ohio was to help its patrons, and to be real good neighbors. There were at least 85 Elkins business men present, and a luncheon was served to all. Mr. Hartzell was accompanied by Industrial Agent W. I. Bishop and Division Freight Agent Strachan.

A recent visitor to Weston, at our last last Safety meeting, was our newly appointed Safety Agent, W. L. Allison, Chillicothe, Ohio. Our old friend "Billy" Mitchell has left us for pastures new, and while we speed the parting guest, we welcome the newcomer, with assurances of hearty co-operation and assure him that the Charleston Division is right there when it comes to SAFETY FIRST. Witness the No-Accident Campaign.

Boost—Don't Knock.

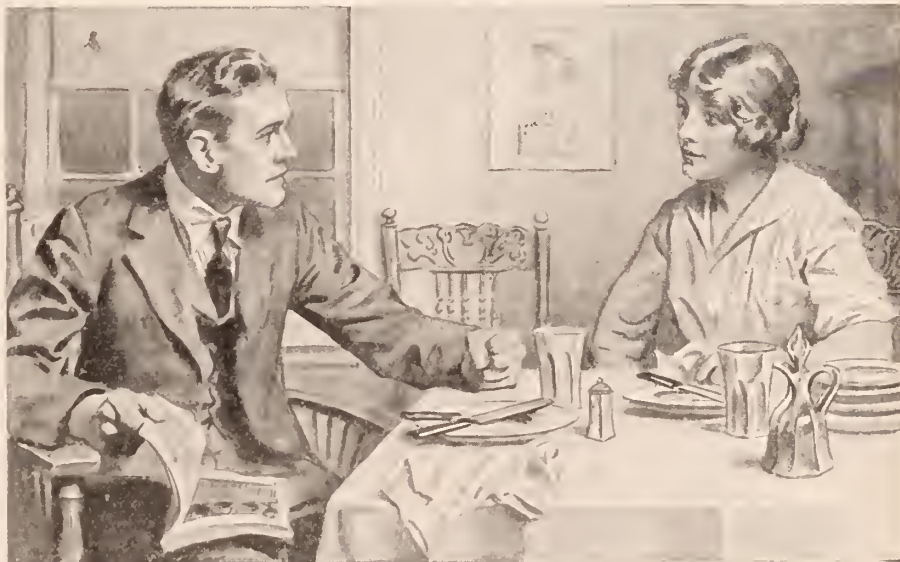
In our column of honor this month, we present for your inspection the photos of the brothers "Conley," supervisors on the Charleston Division. John looks after the south end of the Elk Line, and "Joe" takes

in the Cut-off, the Pickens Branch and the north end of the Elk Line. Both are efficient and able assistants of their chief, Major Brooke.

Born in Kingsville, West Virginia, T. J. Conley, otherwise known as "Joe," entered the service of the old Coal and Coke Railway in 1902 as a construction foreman. Many are the tales he can tell of the old days of that line. Through positions as fireman and foreman he finally advanced to the position of supervisor in 1915, which post he has held ever since to the entire satisfaction of his superiors. Of a kind and

straightforward disposition, "Joe" is beloved by his men and fellow employees alike.

J. E. Conley, otherwise known as "John" from one end of the division to another, also first saw the light of day in Kingsville, West Virginia. He, like his brother, entered the service of the old Coal and Coke as construction foreman in 1902. He was promoted to supervisor in 1905, and is still holding down the job after 16 years of as faithful service as any man ever gave to his employer. John—for reasons all his own—said he would prefer not to have his photo shown on the same page as the other two



"I'm as Good a Man as Jim!"

"They made him manager today, at a fine increase in salary. He's the fourth man in the office to be promoted since January. And all were picked for the same reason—they had studied in spare time with the International Correspondence Schools and learned to do some one thing better than the rest of us.

"I've thought it all out, Grace. I'm as good a man as any one of them. All I need is special training—and I'm going to get it. If the I. C. S. can raise other men's salaries it can raise mine. If it can bring a better home and more comforts to Jim and his family it can do it for us. See this coupon? It means my start toward a better job and I'm going to mail it to Scranton tonight!"

Thousands of men now know the joy of happy, prosperous homes because they let the International Correspondence Schools prepare them in spare hours for bigger work and better pay. You will find them in offices, shops, stores, mills, mines, factories, on railroads—everywhere.

Why don't you study some one thing and get ready for a real job, at a salary that will give your wife and children the things you would like them to have?

You can do it! Pick the position you want in the work you like best and the I. C. S. will prepare you for it right in your own home, in your spare time—you need not lose a day or a dollar from your present occupation.

Yes, you can do it! More than a million have done it in the last twenty-nine years. More than 130,000 are doing it right now. Join them without another day's delay. Mark and mail this coupon!

INTERNATIONAL CORRESPONDENCE SCHOOLS BOX 8494-B SCRANTON, PA.

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

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| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Gen'l Office Acc'ting |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> BUSINESS MANAGEMENT |
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| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> Poultry Raising |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> Math's |
| | <input type="checkbox"/> Banking |

Name _____
 Present Occupation _____ Business Address _____
 Street and No. _____
 City _____ State _____

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

Elk Line supervisors. His reasons are good ones, but with the correspondent are state secrets. John knows every one on the division, and every one on the division knows him and has the greatest affection and respect for him. Rare indeed is the change of foremen on his territory, and the man who has a section to run for John Conley knows he has to "Hit the ball," but at the same time he knows that he has a fair and just boss. For a really enjoyable half hour, when you have the time (provided he has) let us commend you to pass it, very profitably, in the company of John Conley. We cannot say to much for the two brothers, both born of old West Virginia stock, and in our opinion there can be no finer compliment paid to either of them than the esteem and affection with which they are both regarded by every man, woman and child on our division.

Cut Claims in Half. We Can Do It

Owing to business conditions, it has been felt advisable to discontinue the Claim Prevention Committee meetings. The Charleston Division applied its slogan and thought it over. They did not like the idea. They wanted to keep up the work, and so some of them got together and decided they would request permission to continue the meetings, *in the evening on their own time*, which was readily granted. With such a spirit as this, we can look for great results in our campaign against claims, and there is surely no better way to save money than by reducing claim payments. They don't do any one any good. They make the shipper sore because he has lost his goods, or because they have been damaged, and the little sore still rankles even after the claim is paid. To our Company such payments simply mean WASTE. Therefore, the boys on our division are to be congratulated on the spirit they have shown, and we wish them every success.

An interesting little family is shown in our group this month of the three little daughters of Conductor H. E. Bailes of the Cassaway-Weston local. Mr. Bailes is an old time employe, and an enthusiastic claim prevention worker.

Another interesting photo is that of Ticket Agent Brown of Weston. Of a quiet and smooth disposition "Brownie" has endeared himself to the entire traveling public by his kindness and courtesy, even under the most trying conditions.

THINK ABOUT IT. AVOID WASTE. ECONOMIZE.

Connellsville Division

Correspondent, S. M. DEHUFF

An interesting incident took place recently at Piedmont, W. Va., which was of vital interest to one of Connellsville's citizens.

About 17 years ago Mr. and Mrs. William Spence were residents of Piedmont, and at that time their home was brightened with the birth of a son. The joy was soon turned to sadness for the birth of the boy was the cause of the mother's death. Mrs. Spence's mother, Mrs. Miller, took charge of the boy and became so attached to him that she would not part with him.

When the boy was about 6 months old, the duties of Mr. Spence took him west, and he remained there about 7 years. While there he was informed that the boy had died. Later the grandmother died, and as there was no reason for his going back to Piedmont, Mr. Spence came to Connellsville to reside.

William Spence, Jr., of Piedmont, one day casually remarked to a friend that he would

like to locate his father. Upon inquiring the name, young Spence was informed that his friend knew who and where his father was. You may be sure that it did not take William, Junior, long to get in touch with Connellsville. William, Senior, was overjoyed at the news and immediately sent his two sisters, Mrs. William Templeton and Mrs. R. Vaughn, to Piedmont to bring the boy to Connellsville. William Spence was at the station to meet them on their return.

After an affectionate greeting, young Spence was taken to the home of Charles Spence, general foreman of Baltimore and Ohio roundhouse, 11 to 7 track, who is a brother of William Spence, Sr. After the greetings were over the first thing the boy wanted was to go to work for the Railroad as an apprentice to machinist. "Uncle Charley" has promised to help land the job as soon as conditions become normal at the shop.

Young Mr. Spence will make his home at the Stag Hotel, which is conducted by his aunt, Mrs. William Templeton.

William Spence, Sr., is stationary engineer at the sand house at this point.

Western Lines

General Offices, Cincinnati

E. W. SPILLE, *Pass Clerk*, General Manager's Office

E. H. HENKEN, *Assistant Chief Clerk*, Division Freight Office

Our Telephone Operators By Herbert Watterman

Maude Crawford, the chief, is tall and fair, While Miss Irma George is a personage rare; Miss Willa Mobberly has the sweetest of voices,

But piquant Miss Stephens is the choicest of choices.

Now Miss Florence Young leads in queenly graces,

And pretty Miss Peters wins all beauty races;

But happy Miss Schaudig is both fat and sassy,

While little Miss Schillin is our night-work-ing lassie.

Now in the above you have operators all, But upon poor dear me let them vent their gall;

For this was just written in a cute joking way,

As for their efficiency, why just let me say That they couldn't be beaten by the longest mile,

So when you read this, please don't rave, but just smile.

Because the photographer was unable to complete an enlargement of an "Annette Kellerman" picture of one of our fair stenographers by the time this edition went to the publisher, we have to wait—but watch for the June issue!

FOUND—One pair of silk socks (men's), size 11. Owner can have same by applying in person to Miss Helen Lorenz Cost Department.

Things we would to see in the S. M. P. office:

A. Althausen—With a girl.

George Luckey—Quit asking questions.

L. S. Cunningham—Working.

"Chris" Auberger—Not getting into an argument.

W. M. Moorehouse—Keeping his seat when the "boss" leaves the office or when the 'phone rings.

G. W. Bick—Pitching a ball game

J. W. Shea—With a mustache and pipe.
C. E. Winall—Without "Colyer's Eye" and "Harper's."

R. Meagher—Getting to work on time.

G. C. Naegel—Without a grump.

H. E. Duncan—In a bathing suit.

F. X. Drain—Married.

F. L. Weiz—Keeping his shoulders still.

W. C. Garaghty—Without ham and cabbage for lunch.

R. P. J. Moran—In a Lizzie with his Maggie.

We are pleased to have this opportunity to relate a little incident which occurred to a representative of these offices, en route from Cleveland to Cincinnati on a Big Four train. Sitting in the smoking room of the sleeper he overheard two salesmen from a large concern in Cleveland discussing the time they could catch a certain train out of Cincinnati to go to the little town of Middletown, West Virginia. They had contemplated catching this train to Staunton and taking the Baltimore and Ohio train from there to destination. Then they were to proceed to New York and back again to Lexington, Ky., which point they intended to reach via a competing line from Washington, D. C. Our representative asked their pardon for interrupting, mentioned the fact that he was a representative of the Baltimore and Ohio Railroad and advised them that they could make better time and connections by using Baltimore and Ohio trains. He produced his folder and arranged the entire trip for them from Cincinnati on our train No. 4. He also arranged their return trip via Baltimore and Ohio to Cincinnati, thence to Louisville and L. & N. to Lexington. In doing this he advised them where they could purchase tickets and reservations and gave them all the information available. The two salesmen were grateful to our representative for his information and assured him that they would pursue the course he had mapped out.

This little incident is mentioned so that other employes while traveling on the trains and getting in touch with the traveling public will not forget that they are Baltimore and Ohio men and women, and that they may see what they can do toward getting business for the Company. If at any time you can get a shipper or a passenger for the Railroad, do it; if you feel that you cannot get the business or passenger, why not get in touch with one of our passenger or freight men? They will be glad to hear from you and will be out immediately to get the business.

WANTED—A small blonde girl, age not over 18. Must have clinging disposition. Apply Line 88, B. L. H.

Who said "Billy" Sunday hasn't a Christianizing influence? F. M. Duncan attended one of his revivals and hasn't worn his notorious red tie since.

Miss Stockman visited the new Baltimore and Ohio bridge and found the "surroundings" very attractive.

'Tis said "In the Springtime a young man's fancy lightly turns to thoughts of love." Judging from what we can see in the Traffic Department, there are several men affected thusly.

Colors of the Freight Tariff Bureau

Hope for the long tomorrow bright,

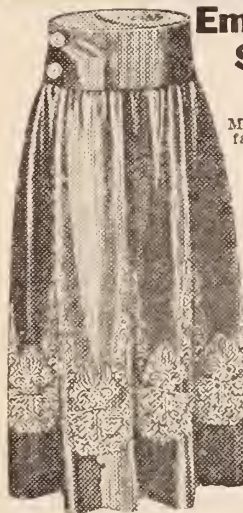
Strength for the brief today,

Faith that the green shirts will wash white And the red necktie fade away.

Hurrah for Elmer Schofield, he has joined the Benedicts!

You can't keep a good man down. C. W. Lally has been appointed assistant chief clerk, Traffic Department. Congratulations, Charles.

Bargains Which You Simply Cannot Resist!



Embroidered Silk Poplin Skirt

Most fetching style in the fashionable silk poplin and priced to save you half what you would expect to pay.

\$3.45
DELIVERED FREE

Material is fine quality and will give splendid service. Skirt is gathered all around waist line with separate belt, trimmed with ivory buttons and is handsomely embroidered in novel French design in white thread. Sizes 22 to 40 waist. Lengths 30 to 40 inches. Order Navy Blue by No. BX1570. Black by No. BX1571. No money now. Pay bargain price \$3.45 on arrival. We deliver free.

Don't Send A Penny

Record-breaking bargains. Savings such as you have not seen in 6 years. And you don't send a penny with order. Pay only when goods arrive and then if not satisfied that you are getting the best values offered in America today, return them and we refund your money. The fairest, squarest offer ever made. You don't risk a cent.

Delivered Free

We pay all delivery charges. You pay only the bargain price given in this advertisement. No extras of any kind. Goods delivered to you by mail free and on approval. Be sure to give your size or sizes and if you have a choice of color state which color you want. Send no money. Just order by letter or post card and we ship the goods at once.

Leonard-Morton & Co.
Dept. 8700 Chicago, Ill.

Embroidered Voile Blouse

98¢

It seems impossible to offer such a pretty blouse for only

Delivered Free

but that's our bargain price while the stock lasts. Hurry your order, for at this price every blouse will go quickly. Made of good material—the back style. Front trimmed with all-over embroidery. Latest style round neck. Back finished with elastic. Comes in white with rose or blue embroidery. (State which you want.) Sizes, bust 34 to 46. Order by No. BX718. No money now. Pay bargain price 98¢ on arrival. We deliver free.



CHOICE OF
BLUE OR
ROSE
EMBROIDERY.



Amazing
Shirt
Bargain



3 Percale Aprons

\$1.68 Delivered Free

Fine quality Percale; high bib effect, armholes and shoulder straps trimmed with braid edging. Cut extra full with large sweep; finished in back with bow sash. Two large patch pockets. Assorted plaid colors. Sizes: Small, Medium and Large. Sold in sets of three only.

Order by No. BX346.

Pay only

\$1.68

on arrival.

Tussah Silk Shirt

\$2.95

Delivered Free

Fine quality Tussah Silk, noted for wearing quality. Novelty self stripe in solid colors—light blue, pink and lavender. New French cuffs. Fine pearl buttons. Sizes 14 to 17 neck. Order 1/2 size smaller than collar you wear and give color wanted.

Send only coupon—no money. Pay only on arrival. Order by No. CX447. No money now. Pay \$2.95 on arrival. We deliver free.



3 Fine Shirts \$2.49

Percale Dress Shirt, fine quality; coat style, extra full and full length. 5 buttons. French cuffs.

Blue Polka Dot Work Shirt. Extra fine stifel cloth, great for wear. Full cut. Reinforced seams. Extra large breast pocket. Attached collar. Indigo blue with white dot.

Chambray Work Shirt. Extra quality. Cut extra full. Large breast pocket. Attached collar. Reinforced seams. Sizes 14 to 17 neck band. Sold in the set of 3 only. Nono separate.

Order the set by No. CX1010. No money now. Pay on arrival. We deliver free.

Big Bargain In Overalls

Good quality indigo blue denim, full 2 swing, 2 hip and a rule pocket. Riveted buttons. Durable suspenders. Overall sizes 30 to 44 inch waist measure, 30 to 34 inch inseam. Jacket sizes 34 to 46 chest measure. Order overall by No. CX219; jumper by No. CX220. Also comes in stifel. Order overall by No. CX222; jacket to match by No. CX223. No money now. Pay 99¢ on arrival for each garment ordered. We deliver free.

99¢
Per Garment



Khaki Twill Pants \$1.48

A bargain that is simply unparalleled in work pants. Exceptionally well made; seams well sewed and stitched. Has belt loops and riveted suspender buttons, and the regulation side, hip and watch pockets. Cuff bottom. Sizes 30 to 42 inch waist measure, lengths 30 to 34 inch inseam. Color khaki only.

Order by No. CX750. No money now. Pay \$1.48 on arrival. We deliver free.

5-Eyelet Cabretta WALKING OXFORD

\$2.48

A very chick style and excellent choice for Spring and Summer. Uppers of finest soft Kid finished leather. Soles are splendid grade light weight flexible leather. New height Cuban heels. Come in black or brown. Wide widths. Sizes 2 1/2 to 8. Order Brown by No. AX158. Black by No. AX159.



No money now. Pay bargain price, \$2.48 on arrival. We deliver free.

Feet Big? You are in Luck



If your feet are anywhere in size from 9 to 12, here is the world's best buy in brown leather work shoes.

\$2.38 Delivered Free

Strong retanned, durable leather. Treated specially to be proof against acids in milk, soil, manure, etc. Two solid leather soles, nailed and stitched. Heels reinforced—won't come off. Bellows tongues. Grain leather insoles. Roomy toes. Wide widths. Sizes 9 to 12 only.

Order by No. AX1896. No money now. Pay \$2.38 on arrival. We deliver free.

Women's Low Oxfords Black Patent Leather

\$1.98

We bought a special lot of these handsome black patent leather

5 eyelet

Delivered Free

faced Oxfords

at a big reduction

and offer them to you on the same basis.

Excellent quality

patent uppers. Flexible

soles. Walking

heels. Sizes 2 1/2

to 7. Wide

widths. Order by No. AX162. No money now.



Pay bargain price, \$1.98, on arrival.

We deliver free.

LEONARD-MORTON & CO., DEPT. 8700 CHICAGO, ILLINOIS

Please mention our magazine when writing advertisers



-N.C.DIV. BALTO & OHIO RAILROAD-
BASKETBALL TEAM 1920-21-

Top row: Kocher, captain, guard; Richards, forward; Russell, center; Peebles, guard; insert—J. A. Jackson, manager. Bottom row: Glen, center; Crissman, forward; Eilbeck, forward

Newark Division

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

"Sad But True."

"Tommy Brookes" sat alone in a boat,
But a big fish almost got his goat.
"Tommy" cast his line and pulled like sin,
But the fish was bigger and pulled "Tom"
in.

All the things about a canoe
"Tommy" had often boasted he knew!
But as to his prowess we can't vouch yet,
Suffice to say, he got awfully wet.

O. B. ("Pat") Hunt, more commonly known as "Spider," must be considering the call "Back to the Farm." His mail daily consists of a large assortment of advertising on bug killers, farm machinery, "How to Make Hens Buy Your Groceries," etc.

Robert George, former clerk to assistant master mechanic, has been transferred to the Division Accountant's office.

Mary Gancy, distribution clerk, Division Accountant's office, attending a "movie" with her "steady" a few evenings ago, after watching a picture of a wrecking crane lifting cars out of a ditch, very abruptly inquired of her escort: "John Jacob, is that a ditcher?" Mary, we're surprised!

The accompanying picture is of our yard engine and crew at Marietta, Ohio. From left to right are: Brakeman F. P. Mc-

Donald, Brakeman W. E. Callahan, Fireman B. H. Bell, Conductor J. L. Toller, Engineer G. W. McClure.

New Castle Division

Correspondent, J. A. JACKSON

The last of the coordinated stations in the Mahoning Valley established by the U. S. Railroad Administration was abandoned March 21 when the joint agency of the Baltimore and Ohio and the Erie was dissolved at Girard, Ohio.

R. B. Viehdorfer, formerly agent, Sterling, Ohio, was appointed agent for the Baltimore and Ohio, and everything is now in smooth running order. Mr. Viehdorfer's appointment has met with popular favor among the business men of Girard and the patrons of the Railroad. Girard is one of the thriving towns in the Mahoning Valley, is growing rapidly, and everything points to an increased business for us there.

George Miles, car distributor, New Castle Junction, is the proud father of a baby boy that arrived at his home on March 16. George was a little late in arriving at the office next morning, but when he did come, and explanations were offered, he was surrounded by admiring friends, who extended their congratulations. The new arrival has been named Harold Ruoff. Mrs. Miles will be remembered as Miss Hilda Ruoff, formerly clerk, Superintendent's office, New Castle Junction.

The weekly staff meetings, recently inaugurated on the New Castle Division by

Superintendent D. F. Stevens, are proving of inestimable value to the members of the various crafts who are invited to attend the meetings. Some of the trying problems confronting the officers in the successful operation of the Railroad are more clearly brought to their attention. The closer co-operation of the men in train and engine service, in their daily observation of conditions as they actually exist, will be of mutual interest to both men and officers.

L. L. Wagner, freight conductor, has recovered from a severe attack of typhoid fever, and has resumed his duties on the "River Run" out of Haselton, Ohio.

Perry Eilbeck, "Whan" Poole and Irwin Peebles, time clerks, Division Accountant's office, have returned from a pleasant visit to Lonaconing, Md. "Whan" says the prettiest girls in the world live in Lonaconing, and he's already planning another trip to the Maryland town in the near future. There's a reason.

A. C. Harris, former yardmaster, New Castle Junction, has been appointed chief clerk to the division engineer with headquarters at New Castle. "Al" will be back on the yardmaster's job just as soon as the business depression is over.

New Castle Junction, Painesville, and Hazelton shops are included in the Safety Honor Roll for the month of February, having a total of 103,727 man hours, without a single injury. The mechanical employees of these shops can well feel proud of this remarkable record, and are to be commended for their great interest in establishing the entire New Castle Division on the Honor Roll. The work in the shops can be accomplished with much greater success when there are no personal injuries, and the above results were only obtained by every employee consistently complying with the Safety rules.

Here's hoping that this high standard of Safety will be maintained throughout the entire year.

Charles Crawford, engineer, New Castle Division, has been appointed road foreman of engines, Wheeling Division, with headquarters at Wheeling, W. Va. "Charlie" has a host of friends on the New Castle Division who wish him success in his new position.

The first meeting of the Lotus Club, the members of which are employees of the Youngstown Freight office, was held on the evening of April 1. After the business session an entertainment was held which was much enjoyed by all who attended.

Vocal selections were rendered by the Misses Hazel Chesney and Gladys Rahn, and a piano duet was given by the Misses Isabel Beatty and Josephine Griffin. A solo dance by Mrs. Pearl Schmutz added much to the pleasure of the evening.

The Club was glad to have with them for the evening as guests, Harry Burns and J. L. Depser, traveling car agents of Pittsburgh, Pa.

Mr. Burns possesses a remarkable bass voice and rendered at request (or rather murdered), his latest song hit entitled, "If the Rain Makes Everything Beautiful, Why Don't it Rain on Me." Later, Mr. Depser gave a short talk, taking for his subject, "Styles may come, and styles may go, but me for my Derby Hat, always."

Closing the meeting, Mr. Aiken, our agent, whom we are very proud of, gave a "Safety" talk, explaining that there must be something more than delayed cars and uncollected items in the vicinity of Youngstown, in order to attract so many into our midst.

SPECIAL

Read Our 1921 Offer to You

And unless you already own a Watch that you are sure is just as good as they make them, this is a money-saving opportunity you positively cannot afford to miss. It is a Bargain such as you do not meet every day. For that reason you will have to act promptly. To be sure you get one, suppose you write to me personally, care Santa Fe Watch Co., right Now before you forget it. I want you to have one of these beautiful Standard "Santa Fe Special" Watches.

SAVE YOU MONEY

My sole aim during the year 1921 is to place as many standard, dependable watches, as I can, in the hands of men throughout the land, REGARDLESS OF PRICE OR PROFITS. To do this, I have cut the prices to ABSOLUTE ROCK BOTTOM. I know that if I can distribute 5,000 "Santa Fe Specials" this year on this NO PROFIT PLAN, that every watch will sell another. I am making this **startling watch offer** to those who will tell their friends of this remarkable watch value if they find the watches all or more than I claim for them.

ALONZO S. THOMAS,
President, Santa Fe Watch Co.

The **ILLINOIS' Famous** \$ **3 50**
Santa Fe Special
21 JEWEL RAILROAD WATCH **A MONTH**

THE STANDARD RAILROAD WATCH

that is GUARANTEED FOR A LIFETIME OF SATISFACTORY SERVICE. These watches are now in service on practically every railroad in the United States and in every branch of the Army and Naval service. Thousands of them are distributed around the world. Your name or monogram and any emblem you may desire will be engraved in the case to suit your own ideas. Write today for my Free Watch Book—

make your selection now. Save One-Third to One-Half the price you pay for a similar watch made by other Manufacturers. Most Liberal Offer Ever Made. Our "Direct-to-You" low wholesale terms and Extra Special Distribution Plan is fully explained in the New Santa Fe Special Booklet just off the press. The "Santa Fe Special" Plan means a big saving of money to you and you get the best watch value on the market today. Watch sent for you to see without one penny down.

Send Your Name Today

Clip the coupon, fill out and receive the free watch book. All the newest watch case designs are shown. Read our easy payment offer. Wear the watch 30 days Free. Watch sent for your examination and approval without a penny down. Nothing to risk. See the watch before you buy.

Write for Free book today and Select Your Watch.

MAIL COUPON.

LOOK!

21 Perfect Jewels

Adjusted to Positions

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Thin Model

All Sizes

NEW CASE DESIGNS

I want you to see the newest designs in cases used on these "Santa Fe Special" watches so you will fully realize their beauty and up-to-dateness, as well as the value of the bargain I am offering you. I want you to see the 3-color inlay work—think how distinctive and personal **your watch** would be with your own name, monogram or some appropriate emblem engraved in the case, just to suit your own ideas. You will also want to see the new French Art designs in engraved cases—all shown in **My New Free Watch Book**, printed in beautiful colors. Write today, it will be sent FREE.

A letter, postcard or this coupon will win bring my Free Watch Book.
Santa Fe Watch Co., 525 Thomas Building, Topeka, Kansas:
Please send me your New Watch Book with the understanding that this request does not obligate me in any way.

Name
Address
State

THE SANTA FE WATCH CO.

525 Thomas Building,

Topeka, Kansas

(Home of the Great Santa Fe Railroad)



Our Cleveland Caruso, scheduled to attend the County Fair

Cleveland Division

Correspondents

- A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio
 E. L. MILLER, *Chief Clerk to Division Freight Agent*, Akron, Ohio
 H. B. SMITH, *Supervising Agent*, Cleveland, Ohio
 W. E. BRUGH, *Clerk to Trainmaster*, Massillon, Ohio

Cleveland Yard Office

In our photograph gallery we have some of the office force at Clark Avenue. Left to right: "Grandpa" MacDonald, Mrs. Edythe Wenzel, Miss Evelyn Metzger, Miss Beulah Stephenson, "Beauty" Herman, "Turk" Murphy, "Slim" Davisson, "Whitey" Weisharr, "Fatty" Singleton. In the lower circle are "Skipper" Weisburg and our stenographer, Evelyn Metzger. No animosity exists between our report clerk, Mrs. Wenzel, and our stenographer, Miss Metzger, as you may note in the other picture.

R. G. Davisson, formerly rate clerk, Clark Avenue, and who left the service about one year ago, has been re-employed in the capacity of chief clerk, Clark Avenue. Glad to see you back, "Dave."

"Beauty" Herman reports that the members of the recently organized West End ball team, of which he was the self-appointed manager, have decided to promote him to the position of mascot. "Beauty" is not at all desirous of accepting this promotion and has decided to resign.

In the early part of November, 1920, a School of Accounting was organized in the Division Accountant's office, Cleveland. President, vice-president, secretary, and treasurer were elected. The object of the School of Accounting was to instruct the younger members of the office force in the work in which they are engaged, and at the same time to prepare them for other work that they might be called upon to do later on; in other words, to equip them for advancement. To the older employees the object of this school was that they might become more familiar with the work in other departments and more efficient in their present line of duty.

It has been the practice to hold these night schools every two weeks. Invariably the first half hour is devoted to some one topic. The remaining hour is given up to forming classes under competent leaders, who explain the various problems of accounting, Motive Power, Maintenance of Way, Fuel Stores, etc., by going through

the work carefully. Any doubtful question as to a correct charge is carried over until the next meeting, when a decision is rendered, if possible.



Some of the members of the Clark Avenue office force

This class in accounting does not confine itself entirely to study. Every few weeks the usual study period is dispensed with and the evening is spent socially; either a

lunch is served in the division accountant's room by the ladies of the class, or the class participates in a supper elsewhere. The funds to cover this expense are provided for by a small assessment from each member.

Up to the present time the night school has confined itself to the Division Accountant's office force, but invitations will be extended to the various offices, such as Superintendent's office, General Foreman's office, Agent's office, etc., so that any employe in these offices who wishes to avail himself of the opportunity to study accounting may do so.

Traffic Department

Correspondent, C. H. GRONINGER

Just to prove to our employes in particular, and the public in general, that we of the Assistant General Freight office, Division Passenger office and Coal Freight office, located in the Park Building, Cleveland, are alive, effective in this issue and continuing ad infinitum, we intend letting you hear from us each month.

As an opening statement, we call your attention to the fact that the offices herein represented have a 100 per cent. representation in the Baltimore and Ohio Welfare Association of Cleveland, and, we assure you, the Association is 100 per cent. Baltimore and Ohio.

We have in our midst one J. W. Freeland, freight representative, who has recently joined the society familiarly known as the "Benedicts." Mr. Freeland has our best wishes for a happy life.

While our minds are running in this channel, which we need not mention is a very dangerous one to dwell on, we recently learned that the newly married S. M. Brown, traveling passenger agent, is a model husband. Mrs. Brown was embarking on a little trip and, fearing that she would get lost between her home and the passenger depot, Mr. Brown dispatched his worthy secretary to escort her on her precarious trip from her home to the station.

J. G. Strickenburg, division passenger agent, is just recovering from a serious illness and we sincerely hope that his recovery will be complete, as he has the respect and best wishes of all the employes on this division.

While the results accomplished by the Welfare Association of this terminal along the line of increased sociability among the



Engineer and Mrs. J. J. Crouch, Massillon, Ohio



"Pete" Monigos, trackman

employees, a greater and livelier interest in our Company, etc., have been noticeable, yet is has accomplished some wonderful results along another line. We recently noticed that a certain tall, blonde young man from the Coal Freight office, was displaying a marked interest in Police Department matters and, wondering at his interest, we made inquiry and uncovered a budding romance. In this connection, we might add that the young man in question is just "wild" about red hair.

Massillon

Engineer and Mrs. J. J. Crouch have taken a trip to Hot Springs, Arkansas, where Mr. Crouch has already taken several baths and tells us that he is feeling fine. The accompanying photograph shows their present mode of traveling—a little different from a trip via the Best and Only.

On March 18 the Griscum & Russell Co., through the influence of Mr. Fitzgerald, trainmaster, shipped Baltimore and Ohio 181118 from their plant at Massillon to Mare Island, Cal., giving us a long haul. Car contained material for the U. S. Navy. That is the kind of work that makes the bell ring. Would like to hear of many more employees doing this kind of work on the side.

E. A. Krier, chief yard clerk, Massillon, received a small shipment from a mail order house at Chicago and requested that the shipment be sent via our line. Request was fulfilled and shipment reached Massillon in good condition and in good time. No matter how small a shipment we get, we should always try to get the business. Our road needs it, and needs it badly, so now let us all pull together and get some. "Every little bit added to what you get makes just a little bit more."

W. E. Brugh, clerk to trainmaster, and E. J. Crampton, agent, borrowed the car foreman's speeder on March 21 and pumped to Crystal Springs in order to get the exact location of the old gravel pit. That is a very poor way to judge distance, hard on the back and hard on the machinery.

"Archie" Seifert, billing clerk, Massillon Freight House, has been doing his bit in soliciting for business for the Railroad. He has been getting a number of carloads in the last few months. Keep up the good work, "Archie."

Austin Sanders, the popular young clerk, Agent's office, seems to be all wrapped up in the Welfare entertainments at Cleveland, having attended everyone so far. He reports having a most enjoyable time. He says toe dancing is his hobby.

Jennie Eckroad, cashier, Freight office, says she doesn't believe in dancing, and that the short skirts the girls are wearing are scandalous. She has not yet been able to convince Charles and Austin to see it as she does.

At its last meeting the Freight Claim Prevention Committee of the Cleveland Division appointed E. J. Crampton, our local agent, as chairman. We all know that Elmer is there with the goods and it demonstrates his popularity among the employees.

"Ed" Richards, demurrage clerk, has received a full supply of tax blanks and advises all the boys to get busy and list their valuables. "Ed" is tax assessor of the third ward, Massillon.

Oliver Seifert, formerly tallyman, has been appointed foreman of the freight house at Massillon. Oliver is a good, reliable employe and his many friends are certain of his success.

Dover, Ohio

Conductor E. C. Pratt and wife went to Hot Springs, Ark., on April 4, Conductor Pratt getting a leave of absence for one year. He intends to spend that time on his uncle's ranch. We hope that the change in climate will be a benefit to Mrs. Pratt's health. We wish them both good luck.

Conductor E. J. McIntire returned to duty after an absence of 90 days. "Ed" claims he intends to "hit the ball" for the rest of the year. We hope so, "Ed."

Conductor J. L. Wilcoxon took an extended trip through the South, spending most of the time at Port Tampa, Fla. "Jim" thought we didn't know what he was going for, but the little "bird" tattled on him. He has settled down considerably since returning. Well, we hope you have much success with your life partner!

R. M. Morrison, known as "Saw Mill Bob," wants to give his automobile away, but no one wants it.

J. A. Keifer, operator at "GI" Tower, is planning to run for sheriff next election. He assisted the Dover police and the county sheriff to round up a Greek that shot another Greek at Dover on March 30. We all wish "Jim" good luck, and will help him get the job.

Canton

"Vince" Kilbow, our esteemed assistant cashier, freight house, has apparently been pluggd by "Little Dan." For the past 5 years "the little old town" has been big enough for "Vince," but lately he has been missing 40 and 41 in and out of Canton.

B. J. Watterson, car inspector, has been transferred to Sandyville because of business depression. "Barney," be careful of the chicken dinners.

Engineer W. J. Diebold decided to join the ranks of the high wheelers, but after putting on the goggles, he decided that it was a rough rider's job and, preferring bucking the extra board out of Canton, he has returned to the fold.

Gertrude Straub has been carrying a red spot on her check for over a week. How come, "Gertie?"

They have Olivia back in the cage again. We mean the cash cage, not the jail.

On March 29, by a margin of 184 pins, Baltimore and Ohio bowlers of Canton Freight House scored a victory on the Y. M. C. A. alleys over the W. & L. E. pin smashers, taking all three contests.

The victors totaled 1981, averaging 657 as against 1797 for the W. & L. E. quintet,

an average of 599. They contributed totals of 627, 689 and 665, their closest shave being in No. 2 game, which they took by 54 pins when the Wheeling went to 635.

The averages were:

Wheeling and Lake Erie Railroad.—L. Deslye, 139; F. Brown, 113; P. Huffman, 82; W. Gassler, 119; H. Swisshelm, 145.

Baltimore and Ohio Railroad.—L. Swanson, 133; W. Lehr, 122; L. Warburton, 134; J. Metzger, 118; W. Swanson, 149.

Chicago Division

Correspondents

F. N. SCHULTZ, *Division Operator*, Garrett, Ind.

ESTHER J. SPREENBERG, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.

R. R. JENKINS, *Secretary Y. M. C. A.*, Willard, Ohio

P. H. CARROLL, *Signal Supervisor*, Garrett, Ind.

W. C. ADDY, Willard, Ohio

FLORENCE E. SMITH, *Freight Office*, Chicago

Willard, Ohio

You have no idea what a fireman can do until he has to do it. "Bill" Ebinger is throwing hash in a restaurant at Willard, and "Babe" Smith is pushing a truck at Willard Freight House.

Business got slow for Ralph Hull, so he asked for a furlough and went home to work in the grocery store there. That's his story, but we believe there's a woman at the bottom of it.

Chicago Terminal

Correspondent, THOMAS H. WILLIAMS

Periodical staff meetings are being held, at which H. M. Jouver, acting general freight agent and passenger agent, presides as chairman. All of the agents and assistant agents on the Baltimore and Ohio C. T. R. R. attend these meetings, which are held to discuss matters of general interest from a traffic standpoint, such as correct application of tariffs and division sheets, quotation of rates, routing, solicitation, etc.

The active work being done in this respect regarding solicitation of traffic, is producing good results. There is still room for improvement, and all of the employees of the various departments should be on the lookout for any available traffic, and, whenever the opportunity presents itself, endeavor to secure additional tonnage.



A quartette from the general offices, Garrett, Ind. Left to right: Vesta Marvin, Marge Olinger, Margaret Hammers and Dorothy Brinkman

The solicitation of traffic for the System need not be confined wholly to that of freight traffic, as there are some splendid passenger trains moving in and out of the Grand Central Station that should be filled to their capacity. A great many of our friends are already planning their vacations, and some will undoubtedly travel East. If we will but remember that our own company is in position to carry them in comfort, and if we emphasize this fact to our friends, it will be to our mutual advantage, especially at the present time.

It gives us pleasure to announce that the essay by D. M. Julian won third prize in the recent Safety drive. Mr. Julian's 10 minute speech at the Safety rally took 45 minutes. Mr. Julian is captain on the Safety Test Drive Team in the Robey Street Zone.

The Accounting Department now has a safe margin in the Bowling League. Nothing more than could have been expected.

Ruth Bercherd is again at the typewriter in the Freight Claim Department. Ruth received a letter from the "home town" and it was too sudden.

Our Bowling League has an idea that it can pick a team that will outclass anything in Baltimore offices.

Clarence Rasmus, Claim Department, has a Maxwell. He says it will go when he don't want it to and stops when it should be going. Recently he offered a young lady on the north side a ride. Clarence got to the appointed place, found the young lady waiting at the curb, but he could not stop. He told her that he would return. He came back in about 15 minutes, but Clarence had to apologize. He had run out of gas.

Charles Johnson, chief clerk, Accounting and Freight Claim Department, was pretty badly used up after making his garden. He wonders whether anyone else ever felt that way.

Joe said to Rose, "How do you propose?"

Rose said to Joe, "I don't know."

Joe said to Rose, "Do you like to take trips?"

Rose said to Joe, "Let's go."

"Charlie" Woods, Car Accountant's office, has resigned and is going to try summer resorting at Antioch Lake. He will be glad to see any of our crowd whenever they are in the neighborhood.

Talking about star bowlers, Clarence Seifert is some classy roller. Clarence can throw a hook that can circle the Lincoln Street roundhouse with great ease. "Jimmy" Smith and "Joe" Shaw have nothing on our Clarence when he gets started, for the can talk a 250 game better than anyone ever saw it rolled. He parts his hair in the middle, girls! AND wears a derby.

Why does Miss Philbin applaud so vociferously when a certain young man on the Transportation Bowling Team makes a strike?

"Vic" Hansen's baby boy now tosses the Victrola around before breakfast for exercise.

Yardmaster F. B. Carr, who has been on the sick list, is convalescing now at Hot Springs.

Martin Schaub, tank foreman, East Chicago, who has been critically ill for some time with erysipelas, is improving and expects to be back on the job soon.

D. J. McCarthy, pensioned section foreman, who has been in St. Anne's Hospital for some time, is slowly improving.

The accompanying picture represents a part of the Agent's office force at East



Misses Susan Whelan, Geneva Ohlstrom, Ruth Brown

Chicago, Ind. They are, from left to right: Susan Whelan, cashier; Geneva Ohlstrom, stenographer, and Ruth Brown clerk. We don't know just who took this picture, but from all the pleasant smiles it must have been our congenial agent, Mr. Hickok. We are sorry to say that Ruth is not with us any longer, and we do miss her. Susan and Geneva are still on the job.

Engineer Wordelman is rapidly recovering from his recent injury.

Engineer Gaboriault is on the sick list.

Yardmaster J. O. Neff has broken a record for the months of February and March, having worked through this time without being put on the sick list.

N. T. Paarlberg, agent, Barr Yard, cleaned the spark plugs on his "speeder" and adjusted the carburetor and, by shoving it from Ashland Avenue to Halstead Street, managed to get speed enough to ride as far as Barnard's Seed House, where he puts it up for the night.

Harvey Zimmer, operator, Harvey Junction, has returned to duty after being on jury service for two weeks. He says from what he saw and learned in the courts of Cook County, he is through with women for life.

Agent W. Weiss, Harvey, visited Barr Yard recently. All of the office force were pleased to make his acquaintance.

Conductor Thomas Earner would like to find the man who "copped" his Spring overcoat from the Yardmaster's office at Barr. This coat has been worn by Mr. Earner for the last 20 years and he doesn't see how he can get along without it.

F. K. Moscs called at Barr Yard recently and what he left was—oh, so sweet!

The graduating exercises of the Safety Supervisors' School, which has been conducted during the past year by the Chicago Safety Council, were held on the evening of March 29.

Three hundred of the 650 students were awarded diplomas. We were represented by: Superintendent J. L. Nichols, Trainmaster F. S. DeVeney, and Chief Coach Yard Electrician W. E. Buckmaster, to whom diplomas were awarded for regular attendance.

The school was attended mostly by Safety supervisors of industrial classes in the Chicago District. The interesting entertainment was given by the officers and employees of the industries.

Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

Time Clerk O. G. Erich was surprised by Dr. Stork with another baby girl. Congratulations!

The territory of District Safety Agent W. O. Allison, has been extended to include the Charleston and Ohio River Divisions. Success go with him!

During March, the Ohio Division received on transfer at Thrifton, Ohio, an average of 35 cars of Ford automobiles and parts, per day. This business (as is the case with all business received by the Baltimore and Ohio) was handled promptly, because of which we confidently expect these shipments to increase.

Miss Eva Eberle, stenographer, Superintendent's office, and Miss Edith Woodall, stenographer, Division Engineer's office, recently made a mysterious trip to Roxabel, Ohio, presumably to get eggs; however, "inside information" has the egg part as a "blind." Also a few days later a basket of eggs were shipped to them, and not from Roxabel. These young ladies are very sure that no one knows just what they did on this trip, but they should remember that the proverbial "little bird" tells many things.

We all extend to Roundhouse Foreman and Mrs. Howard our sincerest sympathy in the loss of their only son, "Jack," age 8 years, who, while on his way home from school on April 1, playing tag with companions, was struck by an automobile. His skull was so badly fractured that he died the next morning without regaining consciousness. The body was taken to Washington, Ind., for interment.

The following letter has been sent to all passenger conductors, by Trainmaster T. E. Banks:

"All Passenger Conductors:

"Courtesy shown to patrons of any railroad by the employees is one of the best assets that can be had and with this in mind I am writing you with a view of starting a campaign on the Ohio Division whereby passengers riding on our trains will be so pleased with the courtesy shown by our passenger train employees that their trip will be a pleasure, and the nice things that will be said as to the courtesy shown them will not only be a pleasure to the passengers but will be a pleasure to you as well.

"Courtesy does not cost one penny and I feel sure that the benefit derived will be worth more than words can express. I would suggest to conductors that when taking up collections, they give the impression to the passengers with whom they deal that they are glad they are riding on our train. An expression such as 'I thank you' when accepting the ticket will go a long way toward making the passenger feel at home and the effect will be far reaching. Patrons receiving such courtesy will undoubtedly demand a return ticket reading 'via the Baltimore and Ohio line.'

"By the above I am not inferring in any way that our passenger employees are not courteous to the traveling public, but I desire that a special campaign be made on courtesy. As you all know, the Ohio Division has always ranked among the first in all campaigns that have ever been launched, and I trust that each of you will give your hearty cooperation and support for the benefit of the passenger service."

Let's keep hammering at them. SAFETY FIRST. PREVENT CLAIMS. SAVE FUEL. MORE BUSINESS.

The most important thing on the Railroad at this time, is the getting of more business, to help out during this depression. To this end, we should all bend our efforts.

The first step toward making this possible is courtesy. Apply this to personal experience. In making a purchase you are greeted by an employee, who has a frown and a "grouchy" manner; your inquiries are answered grumpily, no trouble is taken to explain or show you the goods desired, and undoubtedly the purchase is not made or it

is unsatisfactory. On the other hand, you enter another store; the employe comes to you with a friendly greeting and a smile; your questions are answered in detail, and everything possible is done to get the article you desire. To which store do you go back, when again desiring any article obtainable in either?

This same principle applies on the Railroad. If a patron asks you for information or assistance, and it is given in a courteous, pleasing and "call-again" manner, is it not likely that when it is again necessary for him to travel his first thought will be Baltimore and Ohio?

To make others happy by being courteous, costs us nothing. As a matter of fact, it pays a big interest in that it makes us, as well as our associates, happier.

O. J. Pfister, agent, Leesburg, Ohio, recently took unto himself a wife. We all wish him happiness.

John J. Clark, clerk to road foreman of engines, has been promoted to clerk in Trainmaster's office. Earl Schweitzer, Division Accountant's office, succeeds Mr. Clark. Best wishes to both!

Indiana Division

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

The engagement of Miss Stella M. Laupus, clerk to road foreman of engines, was announced a few days ago at an interesting party at the home of her sister, Mrs. Charles Appel. The date has not been announced, but we believe she is to be another June bride. George T. Huffman is the lucky man in this case. He is employed in Division Accountant's office. Both are popular with their co-workers. We extend our congratulations and best wishes for their happiness.

A pretty party was given a few nights ago at the home of Dr. and Mrs. A. G. Osterman, when they announced the engagement of their daughter Lillian to Mr. Paul G. Brunow, of Frankfort, Ind. Miss Osterman has been in the division offices for several years, and at present is employed as stenographer to chief clerk. The wedding will take place the latter part of May.

Miss Osterman is well liked by her office associates, and all are very profuse in their congratulations.

Naturally the bride elects are very happy. It is rumored that there are other announcements to follow at an early date, but we are not privileged to mention names at present.

Accounting Department Circus Side Show Attraction

Ladies and Gentlemen—We have one of the most entertaining, most wonderful and spectacular side show attractions ever witnessed by anyone before in all the world. These people are beyond a doubt the best that money can hire. You will note from the large banners hanging before you, that there are eight great wonders housed under this big top. Starting at the left side we have:

GARRIO, THE EVER-BLUSHING, ROSY-CHEEKED BLONDE BOY

He will demonstrate to you the way to acquire rosy cheeks and the effects they have.

JESSUP, THE PIANO WIZARD

A true rival to Paderewski. Mr. Jessup will give you a 10-minute concert of classical and jazz music.

BOBBO, THE LARGEST GIANT NOW LIVING

This man is 30 years old; was born and raised on a farm in Indiana. He never had shoes on his feet and was never shaved until two years ago. Many times his father would hitch him to a plow and he would do the work of two horses.

MARYE, THE TALKING GIRL

This young lady talks continually—never ceases. She has a laugh that makes all spectators gaze upon her in wonderment.

BARTLETTE, "DEARIE"—OUR CARUSO

Very popular and in great demand, but well worth the admission to entire show to hear him sing "Love Nest."

EARLINGTON, THE DANCER

This is one everybody will enjoy. He will give all the latest dance steps, and will

be glad to answer any questions pertaining to dancing.

BILLECKER, THE BOY OF MANY SURGICAL OPERATIONS

This young man has been on the operating table 12 different times, and will take pleasure in showing you the marvelous achievements of modern surgery.

MIGUEL, THE WORLD'S MOST RENOWNED PENCIL JUGGLER

Last, but not least, we offer this as the greatest of all eight. He will juggle for you, *a pencil*, for five minutes. After that time he invites anyone to the platform to compete with him in pencil juggling. Any person surpassing him in this art, is offered \$25.00 and a year's contract with us.

As the band starts playing, we open the doors and the show starts in five minutes. Get your tickets here. Let 'er go!

Office of General Freight Agent,
St. Louis, Mo.

Correspondent, FRANCIS PIGLOSKY

On invitation of the Cincinnati Bowling Team, the General Office team from St. Louis visited Cincinnati and, as usual, departed with "ALL" honors.

We wish to compliment the Cincinnati team on the manner in which they entertained us at Cincinnati, and there is no doubt that if they had like ability in bowling the final score would have been different.

Well, all the ladies of the office are even now; each of them has a "white rock." Some of them "mean something" and some of them don't. What will be the next craving?

East Dayton

Correspondent, EDWARD MANNIX

Have you said a good word to your friends who contemplate traveling this summer, or to your merchants about shipping, etc., via the Baltimore and Ohio? Remember that just by scattering such seeds as these you become a booster and a business getter for our Road. Try it.

J. H. Dixon, general night roundhouse foreman, who has been laid up for a short while with an injured foot, is convalescing nicely and will soon be back at the old stand.

E. B. Phillians, temporary acting night foreman, has proved himself very adept in the game, possessing qualifications and characteristics that fit him most admirably for the position.

"Bill" Barry, boilermaker, last shift, was transferred to the second shift recently. "Bill" understands the game of boilermaking and we are glad to have him with us. He says he can tell now when "Gene" Lowry goes to Springfield or how Walter Stiner is progressing as a detective. Hawkshaw has nothing on Walter, judging from the stunt he pulled off at Cincinnati recently.

Our recently appointed Safety First and First Aid Committees are making a good start. These men are all valuable acquisitions to our present standing force.

We are not getting enough MAGAZINES here to enable us to give one to each employe, and the large expenditure that the Company is making for so complete a publication does not permit of an increase in our allotment at this time. When you have finished with your copy, therefore, if you do not wish to take it home to the missus and the children (have you been noticing the Children's Page?) please pass it on to some employe who has not had a copy. Thank you!



Miss Stella M. Laupus



Miss Lillian M. Osterman

Stifel's Indigo Cloth

Standard for over 75 years

STIFEL
REGISTERED



Equal parts good looks and real quality—
that's why **OVERALLS, JUMPERS**
AND UNIFORMS of Stifel Indigo
Cloth are 100% work Clothes!

No amount of wearing or washing will dim
Stifel Indigo's beautiful blue color. And its
dotted stripes and other patterns are guaran-
teed not to break in the print.

Be sure this trademark is on the back of the cloth inside
the OVERALLS, JUMPERS, AND UNIFORMS you buy,
if you would be sure of wearing garments of genuine
Stifel Indigo Cloth.

GARMENTS SOLD BY DEALERS
EVERYWHERE—WE ARE
MAKERS OF THE CLOTH ONLY



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ST. LOUIS.....	604 Star Bldg.
ST. PAUL.....	238 Endicott Bldg.
TORONTO.....	14 Manchester Bldg.
WINNIPEG.....	400 Hammond Bldg.
MONTREAL.....	Room 508 Read Bldg.
VANCOUVER.....	506 Mercantile Bldg.



*A Railroader
in the Making*

No Money Down

The Genuine Gold Medal Electric Washing Machine, the world's best machine, the winner of the gold medal at the Panama Pacific Exposition in 1915, on

4 Weeks Trial

Sensational offer—find out free—send the coupon. The famous Gold Medal Electric Washing Machine sent direct to your home for four weeks of washing *without a penny down!* Convince yourself *first*—that's our offer. See how it washes the clothes clean and white; how it takes the back-breaking drudgery out of washing. No risk to you. Not a penny of cost—not even freight charges—if not satisfied. And—for a limited time, on a special factory output, only

\$99.50!

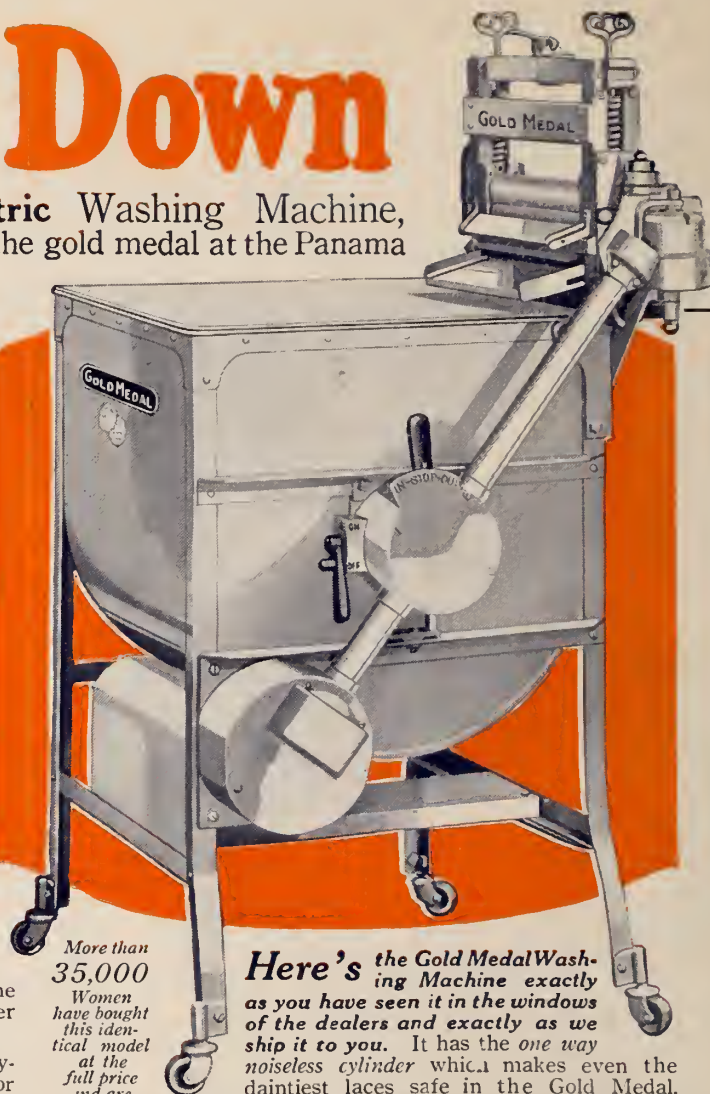
Yes, washing machine prices smashed on the genuine Gold Medal machine—the best of all machines, better than others at \$165.00 to \$225.00—the very best.

The factory price—less than the price dealers have been paying and are paying right today for this same machine, for this exact, identical 1921 model—direct to you on this sacrifice offer. And besides—

Special Easy Monthly Terms—As Low As

\$4.00 a Month!

Easy terms depending upon amount of first payment—but no money in advance—4 weeks' trial first—then, if satisfied, a year to pay!



More than
35,000
Women
have bought
this identical
model
at the
full price
and are
satisfied
users!

Here's the Gold Medal Washing Machine exactly as you have seen it in the windows of the dealers and exactly as we ship it to you. It has the one way noiseless cylinder which makes even the daintiest laces safe in the Gold Medal.

Lovel Electric Swinging Wringer with Automatic Safety Release, adjustable in 3 positions, recognized everywhere as the best wringer ever made. Genuine DOMESTIC ball bearing motor, known as the best for washing machines. Automatic oiling system. All moving parts enclosed—no danger to children. No belt to get out of order—direct shaft drive—simpler. Celebrated Armco Rust-Resisting Iron (used throughout) is proof against any kind of water, soap and alkalis. A good sized family washing done in 90 minutes—about one hour and a half—and at a cost of 2½ cents for electricity. Can be run from any electric light socket or from a farm lighting plant. Every Gold Medal machine shipped on this offer is sold on a

10-Year Guarantee Our absolute written guarantee for 10 years sent with every machine. The longest and most sweeping absolute guarantee ever given on a washing machine. The best—at the factory price—and guaranteed.

Catalog Free

5000 of these Gold Medal Washing Machines must be sold at once. The manufacturer was overstocked; his dealers wouldn't give up their fat profits, so they couldn't sell. So, the manufacturer offered these 5,000 machines to Straus & Schram at the factory cost for quick sale. We offer them now to our customers direct at the factory price, while they last. When these 5,000 are gone, we won't say how much more the price will be.

These machines at \$99.50 are the exact in value of other machines at \$225. We guarantee that these Gold Medal Machines are not priced by the factory, even today, to sell at less than \$150 to any one. Now note this: Lowest price ever \$150; value \$225. And now on a lot of 5,000 finished best machines—\$99.50. Rock-bottom price and a four weeks' free trial and easy terms thereafter. Send coupon—for free catalog.

Send coupon. No obligation. Get our completely illustrated catalog, FREE. Learn about our special factory output offer:—5,000 Genuine Gold Medal Electric Washing Machines, 1921 Model, *while they last*, only \$99.50! The exact equal in value of other washers at \$225. And on easy monthly terms—four weeks' free trial. First come, first served, don't be disappointed—get the free catalog now!

Straus & Schram Dept. 4015 West 35th Street, **Chicago**

Straus & Schram
Dept. 4015
West 35th St. Chicago, Ill.

Send me your complete catalog of Gold Medal Washing Machines and details of your four weeks free trial, easy payment factory output offer and a copy of your 10 year guarantee. No obligation.

Madam: It is time to get through with the drudgery of the washboard which has killed more women than war has killed men. Surely the family can save enough for the small monthly payment to keep the mother well and happy. Send this coupon for free catalog NOW!

Name.....

Address.....

REMEMBER—We'll prove by four weeks' free trial that this machine at \$99.50 is the BEST on the market. You alone to judge. If not satisfied, return it at our expense. No obligation; no arguments; no risk to you! You, Madam, decide.

Baltimore *and* Ohio Magazine



JUNE - 1921

Don't Send a Penny



A record-breaking bargain. A splendid, stylish summer suit of cool, serviceable material at about half what you would expect to pay. Keep your money till suit arrives. Then pay only the smashed price and try suit on in your home. Send it back if you don't think you've found the highest value offered by any house today and we will return your money at once.

Panama Beach 2-Piece Suit

Extra fine beach cloth in both striped and plain tan. Striped model is tan with blue hair-line stripes. Coat cut in latest style, arms strongly reinforced with taped seams, stitched and well finished. See if you can match this suit for less than \$7—yet our smashed price is only—

\$3.95
On Arrival

Delivered FREE

Designed with 3 patch pockets, one breast pocket and two side pockets. Ivory buttons to match. Full cut trousers with reinforced seams, pocketing of heavy drill. Has belt loops, two side, two hip and one watch pocket. Cuffs at bottom. Sizes 34 to 44 inch chest measure; trousers in proportion. Give chest, waist and inseam measure. Order striped pattern by No. CX1445. Plain tan by No. CX1447. Price guaranteed lowest in the U. S.

Sensational!

Better order two suits—one of each pattern—while this offer holds good. Send only post card or letter. Pay bargain price on arrival. We have paid delivery charges. Then examine the splendid material and careful tailoring and note the trim stylish lines. If not satisfied, return suit and we refund your money. Be sure to give measurements. Send today while cut price holds good.

LEONARD-MORTON & CO., Dept. 8763 CHICAGO

10 Yards Fine GINGHAM \$1.19

On Arrival

Delivered FREE

10 yards of splendid gingham at an exceptional bargain price. And you send no money. Pay when goods arrive. Then examine it at your leisure. If not satisfied, we will refund your money.

Don't Send a Penny

See what a bargain! Standard quality blue and white check. Width about 27 inches. Just what you want for aprons, children's dresses, house

dressers, etc. Sold in 10-yard pieces only. Order by No. EX2202.

Make this saving quick. Thousands are waiting to snap up such a bargain. Just letter or post card brings it. When goods arrive, pay only the smashed price, \$1.19 for the 10 yards. We have paid delivery charges. Then examine gingham and decide whether to keep or return it and have money refunded. Send today.

LEONARD-MORTON & CO., Dept. 8763 Chicago

Work or Sport Shoe

Most practical work or sport shoe for men and a smashing bargain. Soft, durable oze leather (muleskin); acout atyle. Strong leather soles, low, broad heels, wide widths. Sizes 6 to 12. State size wanted.

\$2.69
on arrival

Delivered FREE

Give Your Size

Letter or post card brings these sturdy shoes. Pay only bargain price, \$2.69, on arrival. We pay delivery charges. Try them on. If not astonished at your saving, return shoes and we refund your money. State size wanted.

LEONARD-MORTON & CO., Dept. 8763 CHICAGO

Don't Send a Penny

Look! You haven't seen an overall bargain like this in 6 years. Send no money now. Pay only on arrival and then examine these overalls at your leisure. If you don't say they are as good a grade as you have bought for the double the slashed price, don't keep them. We will return your money and the examination costs you nothing.

OVERALL and Jumper

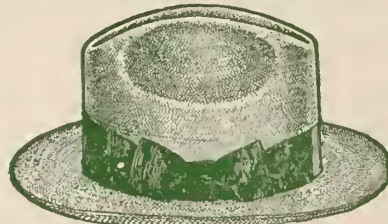
Order now to get this price—good while stock lasts.

99¢ Each
DELIVERED FREE

Overall and jumper made from good quality genuine indigo blue denim, full cut. Two swivel top hip and a rule pocket. Riveted buttons. Durable suspenders. Overall sizes 30 to 44 inch waist measure, 30 to 36 inch inseam. Jacket sizes 34 to 46 inch chest measure. Order overall by No. CX219; jumper by No. CX220. Also comes in stifel. Order overall by No. CX222; jacket to match by No. CX223.

Great! This remarkable offer will be snapped up by thousands. Better not delay. Send letter or postal—no money—and pay only the bargain price, 99¢ each, for overall or jumper on arrival. We pay delivery charges. If these garments are not better than those you have bought at \$2.00 each, return them and your money will be refunded. No obligation—no risk—send today.

LEONARD-MORTON & CO., Dept. 8763 CHICAGO



Stylish Panama Hat

Men! We claim that this is the biggest Panama hat bargain offered in five years. Send for it—but keep your money until hat arrives—then pay only the smashed price, then examine it—try it on. Compare with 'anamas priced at \$5.00 and \$6.00. Then if not satisfied for any reason, return the hat and we'll refund your money.

\$2.25
Men's elegant white Panama handsome Broadway style. Snappy curled brim, correct height; lustrous black ribbon band, splendid quality awcat hand. A hat you will be proud to wear. Blocks to you. Good for several seasons. Order by No. CX815. Be sure to give size.

HALF! You'll say that this fine Panama would be cheap at twice our price. Remember just post card or letter brings it on approval. Pay only \$2.25 on arrival. We pay delivery charges. If not even a finer quality than you expect, send hat back and we'll refund your money—you take no risk. Order now.

LEONARD-MORTON & CO., Dept. 8763 Chicago

5-EYELET GABRETTA

Oxford \$2.48
On Arrival

Stunning style—very latest most classy model. Up-pers of finest soft kid finished leather. Soles, splendid grade light weight flexible leather. New light Cuban heels. Wide widths. Sizes 2½ to 8. Be sure to give size.

Order brown by No. AX158. Order black by No. AX159.

Delivered FREE

Don't Send a Penny

No money now. Just send us a letter or post card. Pay bargain price, \$2.48, on arrival. We prepay delivery charges. Examine and try on in your home. If not equal to any \$5 Oxford you ever saw, and just what you want, return them and we refund your money.

NOW Don't wait. Send your order while this bargain offer holds good. You don't risk a cent because you decide for yourself after you get the shoes. Put your order in first mail. Order by bumper. Give size.

LEONARD-MORTON & CO., Dept. 8763 Chicago

Don't Send a Penny

Just see this classy Panama and you'll declare it to be a positively unequalled bargain. Send no money. Pay only on arrival. Examine and try on in your home. Return hat if not satisfied and your money returned.

Snappy PANAMA \$2.48
On arrival

Delivered Free Season's smartest model. Snug fitting with turned up brim. Crown trimmed with wide silk finished grosgrain ribbon, side ornamented with fold effect. Ribbon comes in Copenhagen blue, rose or green (state which you want). Order this stylish, durable hat by No. BX1837.

Remarkable! A chance you may never have again. Order quick. Just mail postal or letter. Pay only \$2.48 on arrival. We have paid delivery charges. If not positively amazed with the value, return hat and we send money back by return mail. Send now.

LEONARD-MORTON & CO., Dept. 8763 CHICAGO

2 Percale Coverall \$1.95

Double value for your money. Two fine Percale Coverall Aprons for the one low price. A bargain you must not miss.

Send No Money!

Pay on arrival—then examine in your home. See how smart and well made. If not entirely satisfactory, return them and we will refund your money. Vestee front trimmed with buttons and edged with piping of contrasting colors, kimona sleeve, cuff trimmed, edged with piping. All-around loose belt, large patch pocket finished with piping. Full sweep. Comes in blue, lavender or pink checked. Sizes bust 34 to 46 inches. Order by No. BX350. Sold in sets of two only.

Delivered FREE

Don't Wait Don't miss this. Just send postal or letter. Pay only \$1.95 on arrival for both aprons. We have paid delivery charges. If not delighted, return them and you are not out a cent—Order before all are sold.

LEONARD-MORTON & CO. Dept. 8763 Chicago

Don't Send a Penny

500 of these practical Japanese Grass Rugs going at a tremendous sacrifice. Order yours now—no money. When rug arrives pay the slashed bargain price and put it right on your floor. If you don't think you are getting the best value ever offered in a rug of this kind, send it back and we will return your money.

JAPANESE Grass Rug \$3.19
On Arrival

Delivered FREE

Made of strong Japanese grass and cotton warp—absolutely seamless. Attractive conventional design and border. Size, 6x9 ft. Order Blue by No. EX2043. Order Nile Green by No. EX2044.

Thousands will want this amazing bargain, so order quick. Just letter or post card—keep money till rug arrives. We pay delivery charges. You pay only \$3.19, and then examine rug carefully. If not satisfied for any reason, return it and your money will be refunded. Send before stock is sold.

LEONARD-MORTON & CO., Dept. 8763 Chicago

Dont Send a Penny Dont Send a Penny Dont Send a Penny



Men! Price cut saves you half! See these pants at our risk. Send no money. Pay only when pants arrive. Examine and try on. If you don't think you're getting twice the value you could get elsewhere, return pants and back goes your money.

Worsted Pants for WORK or DRESS

Cut Price \$1.69
On arrival

Very substantial, closely worsted cloth, double sewed throughout. Full size side, hip and watch pockets; belt loops; neatly trimmed and finished. Comes in dark gray striped pattern which goes well with any color coat. Sizes, 30 to 42 inch waist measure; 30 to 34 inch inseam. Order by No. CX735.

Delivered FREE

3 PERCALE \$1.68 APRONS

A most daring offer. All three aprons at this sensational price—but don't send one cent now. Post card or letter brings them. Pay only on arrival. Then examine them at your leisure. If you don't think the outfit worth \$2.50 to \$3.00, return them and we will refund your money.



Dont Send a Penny
Handsome, serviceable aprons of fine quality percale, cut in practical high bib effect. Wonderfully long wearing and so amazing a bargain at this special price.

Delivered FREE

Newest style with armholes and shoulder straps trimmed with a braid edging. Cut extra full with very large sweep and finished in back with bow sash. Trimmed with two extra large patch pockets with braid edging. Furnished in assorted plaid colors. Order by No. BX346.

Big Saving!
Send no money—just letter or postal and pay only the bargain price, \$1.68, on arrival. If not satisfied, return outfit and we refund money. Order large, medium or small size. Order today.

LEONARD-MORTON & CO., Dept. 8763 CHICAGO

Here is your chance to save money on a handsome skirt and to get a pretty waist free in the bargain. Send no money. Pay nothing until garments arrive—then only the bargain price of the skirt. Try on and examine in your home, then if not satisfied, send them back and we will refund your money. You would be glad to pay our bargain price for this skirt alone, but if you send at once you get the waist FREE with it.

Stylish Sicilian MOHAIR SKIRT

\$2.98
On Arrival

Delivered FREE

Good quality mohair—looks like silk. Gathered at waistline with double shirring. Widedetachable belt. Fancy trimmed pockets. Sizes, waist 22 to 40 in. Lengths, 34 to 42 in. Order Blue by No. BX1017. Black by No. BX1018. Gray by No. BX1019.



FREE Waist

White voile, handsomely embroidered. Slip-over model. With new style round scalloped neck and sleeves of contrasting color. Sizes, 34 to 46 bust. Remember, this waist costs you nothing. It comes to you free with the skirt above.

NOW Order at once while free waist offer is on. Be sure to give sizes wanted—waist, hip, bust, length. Keep your money until goods arrive. Then pay only \$2.98 for the skirt—nothing for the waist. We prepay delivery charges. Then if you don't want to keep them, return the garments and back goes your money. No risk—send today.

LEONARD-MORTON & CO., Dept. 8763 CHICAGO

White Italian Chip

\$2.25
Pay Only On Arrival

Examine this smart summer hat and see if our price isn't only about half what you would expect to pay. We claim it's the most amazing hat bargain in the U. S. today. If you don't think so, send it back. Stunning model. Ridge crown. Silk finished grosgrain ribbon, long ends at side. Wide brim. Order white with black ribbon by No. BX1852. Rose ribbon by No. BX1853. Copenhagen blue ribbon by No. BX1854.



Delivered Free!

Dont Send a Penny!

Pay only \$2.25 when hat arrives. We prepay delivery charges. If not satisfied, return hat and we refund your money without argument or question. Send quick while we can furnish this stunning model at this price.

LEONARD-MORTON & CO., Dept. 8762 CHICAGO

3 Fine Percale Shirts \$2.95



\$2.95
On Arrival

Delivered FREE

Send for these three splendid shirts and see what a tremendous bargain they are. You get all three for the one small price. No money now. Pay slashed price on arrival. Then examine them in your home. If not convinced that you are getting a positively unequalled value, return them and we will refund your money at once.

Dont Send a Penny

These shirts are coat style, made of finest percale. 3 different patterns in the assortment. Note the French cuffs, fine pearl buttons and smart color combinations. Compare their looks with shirts at twice our price—then decide. Sizes, 14 to 19 neck. Order by No. CX401. Order 1/2 size smaller than collar you wear.

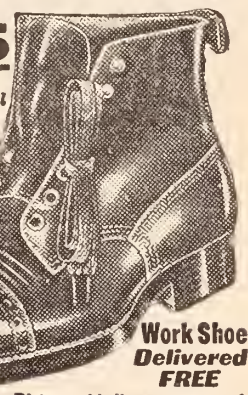
Save! Order while bargain offer is on. Just postal or letter brings the shirts. Pay only \$2.95 on arrival for all three. We have paid delivery charges. If not satisfied for any reason whatever, return them and your money goes back. Quick action is the word now while this special bargain offer holds good.

LEONARD-MORTON & CO. Dept. 8763 CHICAGO

Men! Here's your bargain in a great Work Shoe. No money now. Pay on arrival. Examine and try on in your home. Then if not satisfied return shoes and we refund your money.

\$2.45
on arrival

Splendidly made serviceable shoe. Selected black wax veal leather tanned to be soft but tough for good wear. Blucher model with high toes. Two full soles. Strong heels and in-soles.



Work Shoe Delivered FREE

Guaranteed counters. Dirt proof bellows tongues. A shoe that will stand hard knocks and wetting—a wonderful shoe for all-round service. See if you can match it for less than \$5.00—then decide whether to keep or return. Sizes, 6 to 11. Wide widths. Order by No. AX1817. Now! Hurry your order before stock is sold. Letter or post card. No money until shoes arrive. Remember, money back if not satisfied. Don't miss this bargain—you don't risk a penny. What size shall we send.

LEONARD-MORTON & CO., Dept. 8762 CHICAGO

Wonderful 3 Piece

White Outfit

\$2.95
On Arrival



Beat this wonderful bargain, if you can! Three beautiful pieces; skirt, waist and petticoat; for less than you often pay for a skirt alone. And you send no money now. We will gladly send them for you to judge. Pay only the bargain price for complete outfit on arrival. Then examine each piece—try them all on in your home. If you don't think you have saved at least half, return goods; we refund your money.

Delivered FREE

SKIRT is of excellent quality Kamie linene, a splendid white material that makes an ideal wash skirt. The novel pockets add an attractive style touch, being trimmed with pearl buttons. A button trimmed underbelt encircles the waist and is detachable. Gathered full in back. Sizes 22 to 40 inch waist measure; 34 to 42 inch length. Comes in white only.

White Embroidered Organdy and Voile Waist

Excellent material throughout. Large collar daintily edged with val lace, beautifully embroidered with white and blue raised design in front. Waist has two rows of bemstitching down front and finished with fine quality pearl buttons and buttonholes. Full length set-in sleeves with stylish turnover cuffs; elastic waistband. Sizes bust 34 to 46 inches.

White Sateen Petticoat Made of pure white sateen, its good wearing qualities; a material celebrated for rows tucking. Finished with elastic waistband and snap fastening. Color: White only. Lengths 34 to 40 inches.

Order Complete 3-Piece Outfit by No. BX1046. Be sure to state waist and length of skirt, length of petticoat, and bust measure of waist.

Dont Send a Penny No—not one cent while this smashing bargain offer is on. Just send letter or postcard and when outfit arrives, pay only bargain price, \$2.95. We have paid delivery charges. If not satisfied for any reason at all, return goods and we return your money. Act now.

LEONARD-MORTON & CO., Dept. 8763 CHICAGO

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Plenty of "give"—slip-loop back gives perfect freedom of motion and conforms to every movement of the body. No strain on buttons or garments. The stretch is always there.



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"A Full Year's Wear in Every Pair." They outwear two pair of ordinary kind. That's why it pays to buy them. No rubber to rot. Phosphor Bronze Springs give the stretch—they don't rust.

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Adrian, Mich., U. S. A.

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Nu-Way and Excello Suspenders - 75c
Men's Garters - 50c
Ladies' Misses' Children's Hose Supporters 25c
Ladies' Corset "See-On" Hose Supporters 35c

and, like all editors, was obliged to refuse a great many stories. A lady once wrote him:

"Sir—You sent back last week a story of mine. I know that you did not read the story, for as a test I had pasted together pages 18, 19 and 20, and the story came

back with these pages still pasted; and so I know you are a fraud and turn down stories without reading same."

Mr. Page wrote back:

"Madame—At breakfast, when I open an egg, I don't have to eat the whole egg to discover it is bad."—*Writer's Monthly*.

SOLVE THIS PUZZLE AND GET FREE SURPRISE PRESENT

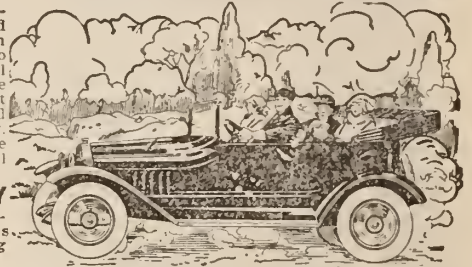
This picture shows one of our friends driving an automobile. In the scenery and around the automobile are six partly hidden faces which it will be lots of fun for you to find. Can you find them? Try it. It will pay you. When you have found four of the faces, mark each with a cross (X), cut out the advertisement and mail it to us and inclose four cents in stamps for packing, postage, mailing, etc., and a beautiful free surprise present will be sent you. You will delight in owning this present.

AUTOMOBILE GIVEN AWAY

We will also make you a present of a Certificate good for 2,000 free auto votes, and tell you all about this splendid touring car which we are going to give away free.

MEN, WOMEN, BOYS AND GIRLS—You can also win an automobile in addition to splendid prizes, such as phonographs, jewelry, silverware, bicycles, watches, cameras, and other things you like. We will also send you a copy of two great national publications worth ten cents. Write your name and address plainly, and inclose the four cents in stamps for packing, mailing, etc., of the free surprise present.

Auto Puzzle Dept. 261, W. D. Boyce Co., 500 N. Dearborn St., Chicago, Ill.



Bread Upon the Waters

"When I was a little child," the sergeant sweetly addressed his men at the end of an exhaustive hour of drill, "I had a set of wooden soldiers. There was a poor little boy in the neighborhood and after I had been to Sunday-school one day and listened to a stirring talk on the beauties of charity, I was softened enough to give them to him.

"Then I wanted them back and cried, but my mother said, 'Don't cry, Bertie, some day you will get your wooden soldiers back.'

"And believe me, you lob-sided, mutton-headed, goofus-brained set of certified rolling pins, that day has come."—*American Legion Weekly*.

Melting Point

We are telling the world, these days, all about Carbosota and Wood Preservation. The fact that the art is a comparatively new one apparently has emboldened some of its devotees to be somewhat emphatic in their public statements, to wit:

Speaker (loudly): "I venture to assert there is not one man in this vast audience who has ever done a thing to prevent the destruction of our vast forests."

Voice from "vast" audience (timidly): "I have shot woodpeckers."—*Barrett Trail*.

The late Ambassador Walter Hines Page was formerly editor of *The World's Work*,



Volume 9

Baltimore, June, 1921

Number 2

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H. R. Steffan

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THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 36,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



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Easy Money \$75.00 to \$200.00 monthly. All or spare time. Railroad employees, your spare time can be turned into dollars with a little effort. **We Want a Sales Agent in Every Locality** to introduce transparent handle pocket knives and razors. Under the handles can be placed the emblems of any Railroad or Labor Organization, Secret Society or Fraternal Order. Also the member's full name and address on the other side. Blades, finest steel; handles, handsome as pearl, clear as glass and unbreakable. Every knife guaranteed to be perfect. Every railroad employee will want one as a mark of identification. We can also give permanent employment and exclusive control of territory to those who can give full time in taking orders from the general public. If you are earning less than \$1500.00 yearly, let us show you how to make more.

NOVELTY CUTLERY COMPANY, 335 Bar St., Canton, Ohio

Putting it Over St. Peter

An Irishman who was rather too fond of strong drink was asked by the parish priest: "My son, how do you expect to get into Heaven?"

The Irishman replied:

Double Your Mileage Save Your Money



Long Wear Double Tread Tires have double thickness, which insures them against punctures and blowouts; also weather proof. These tires are guaranteed on a 6,000-mile basis, but often give the user 8,000 miles. Take advantage of this great offer and order at once while our stock is complete.

Size	Tire	Tube	Size	Tire	Tube
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32x3 1/2	7.00	2.15	35x4 1/2	10.50	2.75
31x4	8.00	2.35	36x4 1/2	11.00	2.75
32x4	8.25	2.35	35x5	11.75	2.75
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When you order, state whether you want straight side or clincher, plain or non-skid tires. Send \$2 deposit for each tire ordered, balance C. O. D., subject to examination. We allow a special discount of 5 per cent if you send full amount with order. **Refinner free with every tire.** We ship the same day order is received.

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PATENTS

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PATENT LAWYER

624 F Street, N. W.

Washington D. C.

"Shure, and that's aisy. When I get to the gates of Heaven I'll open the door and shut the door, and open the door and shut the door, an' keep on doing that till St. Peter gets impatient and says, 'For goodness sake, Mike, either come in or stay out.'" —*Ax-I-Dent-Ax.*

They Couldn't Help It

Two friends met in the Strand the morning after an airplane raid.

"Any damage done your way?" the first asked.

"Damage! Rather!" answered the other. "Father and mother were blown clean out of the window. The neighbors say it's the first time they've been seen to leave the house together in 17 years." —*New York Globe.*

The native of New York had brought his Ozark cousin to see the sights. Together they gazed to the cloud-swept upper stories of the Woolworth building, mounted the Statue of Liberty, and did the weird curb market. Finally they stood at the corner of Fifth Avenue and Forty-second Street, waiting for a chance to dodge the long procession of automobiles and throngs of pedestrians.

The Ozarkian calmly watched the hustling thousands. Then he turned to his friend.

"Picnic in town?" he inquired. —*South-western Telephone News.*

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Thousands of wage earners and salaried people are buying standard securities on the partial payment plan, investing their savings in stocks and bonds of recognized value, and receiving the interest or dividends which these earn.

It is agreed by most of the quoted authorities in the financial world that securities have touched their lowest levels in the post war reaction. Indications now are that business is slowly but surely picking up and that trade and commerce in the United States are on a more substantial basis than at any time since the war.

We believe that this means a gradual and profitable enhancement in the value of standard securities for all those who now have them.

Until the establishment of the partial payment plan for the buying of standard securities, many people with small incomes were unable to become owners of stocks and bonds. This plan is now giving thousands of such individuals the opportunity of ownership in dividend paying securities. Many such people have invested in the securities of the corporations with which they are connected and in the stability and prosperity of which they believe.

We solicit the accounts of such individuals and will be glad to send them our booklet fully describing our partial payment plan for buying stock in blocks of ten or more and for the purchase of bonds. Please use the accompanying coupon.

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Please send me booklet describing your monthly payment plan for buying high grade stocks and bonds.

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Are Baltimore and Ohio Men Loyal?

*Extract from Testimony of Mr. Daniel Willard before the Senate
Committee on Interstate Commerce, Washington,
May 17, 1921*

Senator Cummins, Chairman of the Committee, inquired of Mr. Willard: There is a general feeling abroad, voiced by a good many people, that between the railway companies and the men there is bitter hostility, or a hostile sentiment, which prevents efficiency either upon the part of the railroad companies and their general officers or upon the part of the men themselves. I would like to have your view of that phase of the matter, although it is not very material to the immediate question that you are discussing.

Mr. Willard: I will be very glad to give my views on that matter, Senator Cummins. Unfortunately for two or three, or perhaps for five or six years, previous to Federal control, the railroads were not able in all instances, or at least in many instances, to pay their men wages that were fairly comparable with wages being paid, we will say, by the United States Steel Company and other concerns that we had to compete with for labor. That was due to the fact that during all that period prices were gradually going up, and wages in other lines of employment were going up because prices were going up. And there was a natural effort and desire on the part of railroad employes to have their wages increased also. The companies were compelled to resist that tendency as much as possible because the income of the carriers was fixed, they could not readily raise their selling prices, their freight and passenger rates. The railroads tried to get an increase in 1914, and it was granted in part, but generally their efforts to get higher rates were unavailing.

Therefore, the railroads were forced in a way to hold their wages down, and that had undoubtedly resulted in some little feeling growing up, but which was not evident so far as my personal experience went, in the character of the work done by the men. During the period of Federal control, however, and I say this as my opinion as the result of observation, it seemed to me that there was a strong desire in some directions, in connection with the Federal Administration, to make out of the Federal control a permanent condition of government ownership of railroads. In that

connection it was pointed out, so we read in the papers, by distinguished officers in connection with the railroad administration, that the railroad employes were no longer working for their own railroad companies, but were working for the Government, and would not be permitted to be "kicked around" in the future as they had been in the past, implying that the railroad employes had been kicked around in the past.

Such influences as that certainly did not make for harmonious relations between the companies and their employes. Then, unfortunately, at the end of Federal control the railroads were turned back to their owners with an unadjusted wage situation. The cost of living had continued to go up since the first wage increase made by the Director General of Railroads, and wages in other lines of industry had also gone up. The wages of railroad men had not gone up proportionately, and that unadjusted situation was inherited by the railroad companies—and naturally any discussion involving the wages of two million men, meaning the expenditure of hundreds of millions of dollars, will bring out strong expressions and develop strong feelings on both sides. I rather suspect that there have been criticisms on the part of the management and on the part of the employes that simply reflected the feelings growing out of that situation and that were, perhaps, not wholly justified. And that fact may have given rise, as it undoubtedly does, to the thought that there is a spirit of underlying enmity between railway managements and their employes. But I wish to say as definitely as I can that in my opinion that feeling is not justified by the facts; because, and I repeat the statement—

I have never during my connection with the Baltimore and Ohio Railroad, and I speak of that railroad because I know more definitely about it; I have never seen during my connection with the property a time when the men seemed more loyal to the property and more anxious to do their work efficiently and well than they are doing this very minute. So I do not believe there is any such feeling as stated and to which you referred, Mr. Chairman.

Twelve Hundred Cars of Freight Reported Secured as Result of Veterans' and Other Employees' Solicitation

Slight Increase in Commercial Car Loadings on System do not Permit of Any Let-up in Individual Campaign

FAVORABLE reports of the Veterans' and other employees' campaign in soliciting new freight and passenger business for the Railroad continue to come from all parts of the System. The official records, as tabulated from the postcards supplied the Veterans in reporting business secured, showed that with the week ending June 4, 1194 carloads of freight have been secured during the progress of the campaign. There have also been received quite a number of cards reporting substantial passenger business.

In the opinion of those in close touch with the campaign, however, the postcards represent only a fraction of the actual business which is coming to our lines as a result of this employee solicitation. In many cases the cards have not been available and the business has been secured and never reported. In other cases employees have simply gone out and gotten the business and only mentioned the fact casually to their acquaintances on the Railroad.

At this date there is one phase of the campaign which is distinctly disappointing, namely the number of Veterans and employees reporting business secured with the week ending June 4, as compared with previous weeks. For the week ending May 7, 29 Veterans and employees; May 14, 19; May 21, 27; May 28, 10; and the week ending June 4, 12 Veterans and employees, appeared on the list as having secured business indicated by return of postcards.

This record is, of course, entirely inadequate as indicating the total number of employees securing business from week to week, but it seems that with almost ten thousand organized Veterans on the Railroad, the tabulated postcard results should continue to be larger for a long time to come. The probability is that many of the Veterans are not sending these cards in and it is hoped that from now on they will do this so that due credit may be given them. For reasons explained elsewhere on this page, the names of the Veterans and other em-

ployes returning postcards and received since the lists were printed in the May issue, do not appear in this number of the MAGAZINE. Eventually they will appear so that all employees may know of the splendid work of many of our old timers.

Non-Competitive Business

Quite a number of postcards have recently been received by Mr. Hartzell, manager Commercial Development, indicating solicitation of business houses at non-competitive points. This shows the same fine spirit on the part of the employees responsible as does the solicitation of business at competitive points, but—in the words of the cartoonist, it doesn't mean anything.

Where the Baltimore and Ohio is the only road serving a community, the business there of necessity comes to our lines, and the effort expended on soliciting such business might very much better be used at other places, where other railroads have shipping facilities and where, especially in this period of subnormal business, we need every dollar's worth of traffic that we can get. Keep after the shipper who thinks the other railroad can give him the best service. Ask him to meet the Baltimore and Ohio and its men and see what real service is.

Methods Vary in Getting Business

It is interesting to note in how many different ways business is being secured. Success comes not only to

the employees who take the time to go out and make an earnest and direct solicitation but also to that other employee who constantly has "an eye to business."

A Demurrage Clerk at Lima

One interesting illustration of this is contained in the following report from W. T. Cahill, traveling representative, Transportation department, submitted through G. D. Brooke, superintendent Transportation, Western Lines:

On April 20 a shipment of trucks was offered at Lima, Ohio, requiring a 40 foot end door box car. Two similar shipments of the preceding day had used up all available cars of this type and it looked as if the shipment would be lost to a competing line. Dennis Morrissey, demurrage and interchange clerk, saw a westbound freight train pulling into an adjoining yard of a neighbor line, containing a 40 foot end door car, empty, bound for Chicago. He called the agent of the adjoining line by telephone and suggested that the Baltimore and Ohio would accept this car empty from his line, thereby saving the empty haul to Chicago and two or three days' per diem. The empty car was delivered and the shipment of trucks secured for the Baltimore and Ohio.

This illustrates what can be done by wide-awake employees in securing business for our rails. Dennis Morrissey was employed as demurrage and interchange clerk at Erie Junction from August, 1917, to August, 1918, when he resigned to accept other employment. He was re-employed in the same capacity on May 1, 1920, and has been in the service since that date.

A Yard Clerk at Newark, Ohio

To suggest that in order to make this campaign a success the employee not only has to go after the business but stay with it until he gets it, we quote another interesting illustration received from C. C. Grimm, general yardmaster at Newark, Ohio:

On April 21, a firm called Chief Yard Clerk C. R. MacNealy and requested a 40 foot car to load to St. Louis, Mo. Mr. MacNealy immediately got in touch with Yardmaster C. A. Varner who got proper length and route car and delivered it to firm.

IMPORTANT NOTICE

The strike of the book and job printing and allied trades throughout the country for a 44-hour week, has affected the Relief Department Press at Mt. Clare, where this Magazine is printed. This explains the curtailment in the size of this issue and the omission of many articles which contributors would naturally expect to appear, especially in our regular departments, such as the "Among Ourselves." Omitted articles of sufficient interest will appear in the July issue, which we confidently expect to be of normal size.

Three days later, Mr. MacNealy received a 'phone message from firm that car was loaded and that they wished it delivered to competitive line as quickly as possible. Mr. MacNealy protested, since they had requested the car to load via Baltimore and Ohio, and we had spent approximately two hours yard engine time and three days per diem on car. He maintained that, if consistent, we should have the shipment.

Not getting any satisfaction from the party on 'phone, he took up with Mr. Wilson, chief clerk to division freight agent, who called on the firm and was advised that consignee had requested service via competing line indicated, but that they would immediately ask consignee to accept delivery via Baltimore and Ohio.

As a result three additional cars have moved via our line. Had not this clerk been on the job, the probabilities are that all four cars would have been lost to us.

An Engineer at East St. Louis

Locomotive Engineer George R. Wells, of East St. Louis, Illinois division, has been after both freight and passenger business, as he reports in the following letter to his superintendent, C. G. Stevens:

I am enclosing copy of letter received from Harry Elie, manager of the Schmitz & Shroder Clothing Co. in East St. Louis, in which he advises that he has a consignment of pants ordered from Cincinnati, which will be sent over the Baltimore and Ohio. He also filled out six cards giving names and addresses of firms with which he deals and which he will request to patronize our Road when he orders from them.

I am also enclosing card filled out by George Nugent, vice-president of Campbell Reid Western Sales Stable Co. Another railroad had a special train for the East St. Louis crowd to go to Louisville to attend the Derby, but upon my soliciting Mr. Nugent, who is a personal friend of mine, to go over the Baltimore and Ohio, eight of the men from the East St. Louis Horse and Mule Market made the trip over our Road as did Messrs. Williams, Jennings and Pabst, who are listed on enclosed card. All eleven of these men went on the Pullman both ways, which provided additional revenue for us. I am glad to advise that all of my friends report first class service.

The Agent at Washington, Pa.

President William C. Cox of the Pittsburgh Veterans, reports 15 earloads of freight, most of it giving the Baltimore and Ohio a long haul, secured up to April 30 through the personal solicitation of H. B. Jeffries, freight agent at Washington, Pa. This indicates particularly fine work on the part of Agent Jeffries, because it meant real able soliciting to see all these shippers and persuade them that the Baltimore and Ohio was the road for them to use.

A Pipefitter at Cumberland

General Manager Scheer, Eastern Lines, reports the following interesting solicitation by one of our employees at Cumberland:

Henry Bloss, pipefitter at Cumberland, through his efforts and acquaintance among members of the Plumbers' Association, which held a convention at Cumberland two weeks ago, succeeded in having 15 people attending the convention, who came to Cumberland over another road from New York, return via the Baltimore and Ohio; one who came from Cincinnati via competing road and its connection, return via Baltimore and Ohio, and one from St. Paul who came by competing road return via Baltimore and Ohio.

The Freight Agent at Hagerstown

Service is constantly playing a big part in the securing of this business, an illustration to wit, reported by F. S. Bowman, freight agent at Hagerstown, being as follows:

Herewith enclose letter we received from The Corona Orchard Company, of Hancock, Md., which is self-explanatory. Our promptness in furnishing one iced refrigerator car,

secured seven carloads apples for western points from these people, and besides these seven cars we received three cars from J. M. Guider and Company for our line. Mr. Caspar, of the Corona Orchard, was so much pleased with our service that he solicited the other party's business for our line.

All ten cars were loaded on our competitor's tracks and were delivered us in switching service.

All of our boys here are boosters for the Baltimore and Ohio.

Other employees who have shown especially commendable results in business-getting are:

P. Colligan, agent, Allegheny, Pa., over 500 earloads.

J. S. Montgomery, yard conductor, Newark, Ohio; about 75 cars per month from one shipper.

T. C. Smith, terminal trainmaster, Akron, Ohio; 75 earloads.

S. H. Rhoads, agent, Warren, Ohio; 20 carloads.

F. H. Knox, agent, New Castle, Pa.; 17 earloads.

J. L. Thoman, general yardmaster, De Forest Junction, Ohio; 12 carloads.

Many Employees Helped Write this Splendid Letter

From an executive of one of the large manufacturing concerns on our lines to the President of the Baltimore and Ohio

Mr. Daniel Willard, President,
Baltimore and Ohio Railroad Company,
Baltimore, Md.

May 10, 1921.

Dear Sir:

It is my understanding that recently you and your officials have appealed to all employees of the Baltimore and Ohio Railroad to make a personal attempt to increase the business of the Baltimore and Ohio Railroad, not only freight but passenger business as well.

I have been very much impressed with the manner in which your various employees in this territory have been giving their attention to this campaign. I have been stopped by men from all departments, who formerly showed little interest in increasing the business of the Baltimore and Ohio, as this was not in their line of duty. Yard clerks, claim clerks, billing clerks, in fact it is practically impossible to leave out any certain class of men in this territory who have not been bringing to my attention various reasons why our Company should increase your share of tonnage.

To say the least, this is having an effect, not only with our company but other companies as well in this territory. It certainly leaves you in a happy frame of mind when a billing clerk gets after you for more business for his Company and you know this means increased work for him. I don't believe that there has ever been any campaign conducted by any railroad that has made such an impression on me as this personal campaign now being made.

On account of our plants being located at quite a few different points, it is necessary for me to be constantly talking to some of your men on the long distance 'phone and invariably before the conversation is completed, I have been asked not to forget the Baltimore and Ohio in a very liberal distribution of our tonnage.

I trust that the present spirit which is now being shown by the employees will be maintained and if it is, it will be one of the greatest assets that any railroad could have and I am confident that it will mean an enormous increased business, as the shipping public cannot help but patronize a line where the employees are taking a personal interest in the operation of their Company.

Copy

Yours very truly, etc.

One of the most convincing proofs of the success of this campaign is the fact that so many of our officers have stated that it is not only of immediate help to the Railroad but that it is inculcating a spirit of teamwork between Management and men which will be invaluable in the days to come.

In addition to the several instances above reported of business secured by employes having been brought to the favorable attention of our officers, we have received letters from other officers attesting the permanent value of the campaign. One in particular is from D. F. Stevens, superintendent of the New Castle Division, who writes of his gratification and pride in the efforts to get business and their results, on the part of employes of his division. Mr. Stevens also emphasizes the fact that the campaign has not only produced a substantial in-

crease in business but has also made the shippers who have been solicited feel that there is a fine spirit of teamwork among all Baltimore and Ohio men which will count heavily for good service and satisfaction in the movement of freight and passengers. The result of such an impression among the business men of the communities touched by the Baltimore and Ohio is of incalculable benefit to the Road and all connected with it.

We are glad to report the following substantial increase in commercial car loading:

April—192666
May—199594

The first few days in June just about held their own with the same days in May. A wholehearted effort all along the line will be sure to result in increases before the close of the month.

Just a Word From Stationmaster Long Brings This Substantial Business

SOME of the business that has come to the Baltimore and Ohio during this campaign is remarkable for the ease for which it has been obtained. It has required only the knowledge that the Company needs a quick increase in traffic, the interest on the part of the employe to put himself in line to help get it, and a word

spoken at the right time. Such a case is the one related below, and we add our thanks to those of Superintendent Kruse. Stationmaster Long was certainly on the job and as a result the revenues of the Company will be increased by a number of hundreds of dollars. Note this interesting solicitation, viz:

The Business Getter

By Margaret Talbott Stevens

Oh, the Railroad needed business and it called upon its men
To boost along its service and to praise it now and then.
And most of them were willing, and they told it far and near,
That all prospective patrons might have a chance to hear.
The trainmen and the agents through politeness advertised,
While other folk tried boosting—some pleaded, some advised.

But there were four employes whose stories we'd relate—
How they advertised our service, how they helped to get the freight.
The first was Idle Dreamer, who just sang a little song,
Then Pro Crastinate, who hung around 'til business came along,
Next came old Gloomy Pessimist, who said 'twould never pay—
But the fourth was "Go-And-Get-'Em;" he got busy right away.

Oh, the Railroad needed business, both in passenger and freight,
"A foolish quest," said Pessimist, "we'll fail, as sure as fate."
Then up spoke old Pro Crastinate, "Most any day will do,
"I'll wait until tomorrow, then I'll say a word or two."
And the Dreamer blew his bubbles, and he dreamed that he'd get rich—
But "Go-And-Get-'Em" hustled 'round while these slept at the switch.

And the Railroad got its business, but the man who turned the trick
Was not old Gloomy Pessimist, such folly made him sick;
And it was not Pro Crastinate—he'd let the time slip by,
And Idle Dreamer's visions bright went soaring to the sky;
But the man who got the business was the one who never fails—
For good old "Go-And-Get-'Em" is the man who "shines the rails."

NEWARK, OHIO, April 29, 1921.

Editor—

BALTIMORE AND OHIO MAGAZINE,
Baltimore, Md.

Dear Sir—On April 9, the Lasses White Minstrel Company, 40 people, moved from Newark to Zanesville via our line. Stationmaster C. P. Long at Newark, in conversation with the manager of this company, mentioned the fact that he saw no routing for the company beyond Zanesville and asked how they were moving. The manager informed him there was no routing beyond Zanesville, as the company was breaking up at the latter point. Mr. Long immediately conveyed this information to Division Passenger Agent B. E. White, with the result that Mr. White secured the movement of 25 of these people and a baggage car from Zanesville to Columbus. In addition, he was able to ticket 17 of these people from Zanesville as follows:

One to Oklahoma City, Okla., via St. Louis.
One to Tulsa, Okla., via St. Louis.
One to Paris, Texas, via St. Louis.
One to Dallas, Texas, via St. Louis.
One to Kansas City, Mo., via St. Louis.
Six to St. Louis, Mo.
One to Louisville, Ky.
One to Newport News, Va., via Washington.

One to Pittsburgh, Pa., via Washington.
One to Hamilton, Ohio, via Cincinnati.
One to New York, N. Y.

One to Richmond, Va., via Washington.
I have commended Stationmaster Long for his interest and prompt action in this matter. Cases of this kind are coming to my attention almost daily and indicate that employes on the Newark Division are alive to the situation and are doing something substantial to secure additional business for the Baltimore and Ohio.

Yours truly,
(Signed) H. G. KRUSE,
Superintendent.

Woman Shipper Glad One of Our Veterans Secured Her Business from Competitor

W. C. COX, president of the Pittsburgh Veterans, sends in a business-getting card dated March 31, indicating that Mrs. George S. Heinbach, of Glenwood, Pa., shipped a carload of household goods to Wilkes-Barre, Pa., from Pittsburgh, giving us a part of the haul, instead of giving the business to one of our competitors, as she had intended. In sending in the card Mr. Cox stated that the Veterans of Pittsburgh Division are on the job for more business and will soon begin to show good results. He also wrote:

"The owner of the household goods wanted to give the shipment to a competitor, but I convinced her that we could handle it, so she consented to ship it via our lines, the revenue being \$92.75. The shipment left here on train No. 90 on March 31 and on April 3 was in Wilkes-Barre. The furniture was in her home the next day. In a letter to Mrs. Cox she thanked the Baltimore and Ohio Railroad for the good movement and said that she would always speak a good word for our Road."

Contrasts in Track Construction

To the lay reader the most interesting feature of the following descriptions of track laying in 1830 and 1921 on the Baltimore and Ohio, is the similarity of the general plan. The size and strength of materials have enormously increased, but it is remarkable to note how closely the specifications for today follow those of 90 years ago,—a tribute to the original builders of the Baltimore and Ohio, the pioneers whose work has been the pattern for all railroad construction following their time.

The first article takes us back to the earliest days on the railroad, the second gives the details of present-day construction,—and for all the interesting material and drawings we are indebted to our Maintenance of Way Department.

INFORMATION

AND

DIRECTIONS,

RELATIVE TO LAYING A SINGLE TRACK OF
WOOD RAIL WAY,
ON THE
**BALTIMORE AND OHIO
RAIL ROAD.**

The wood work will consist of cedar, locust, chestnut, mulberry, or oak sleepers, each from 7 to 8 feet in length, and from 5 to 10 inches in thickness, more or less; round, square or angular, which the contractor will lay, or cause to be laid, transversely of the road, at distances from each other of 4 feet from centre to centre.

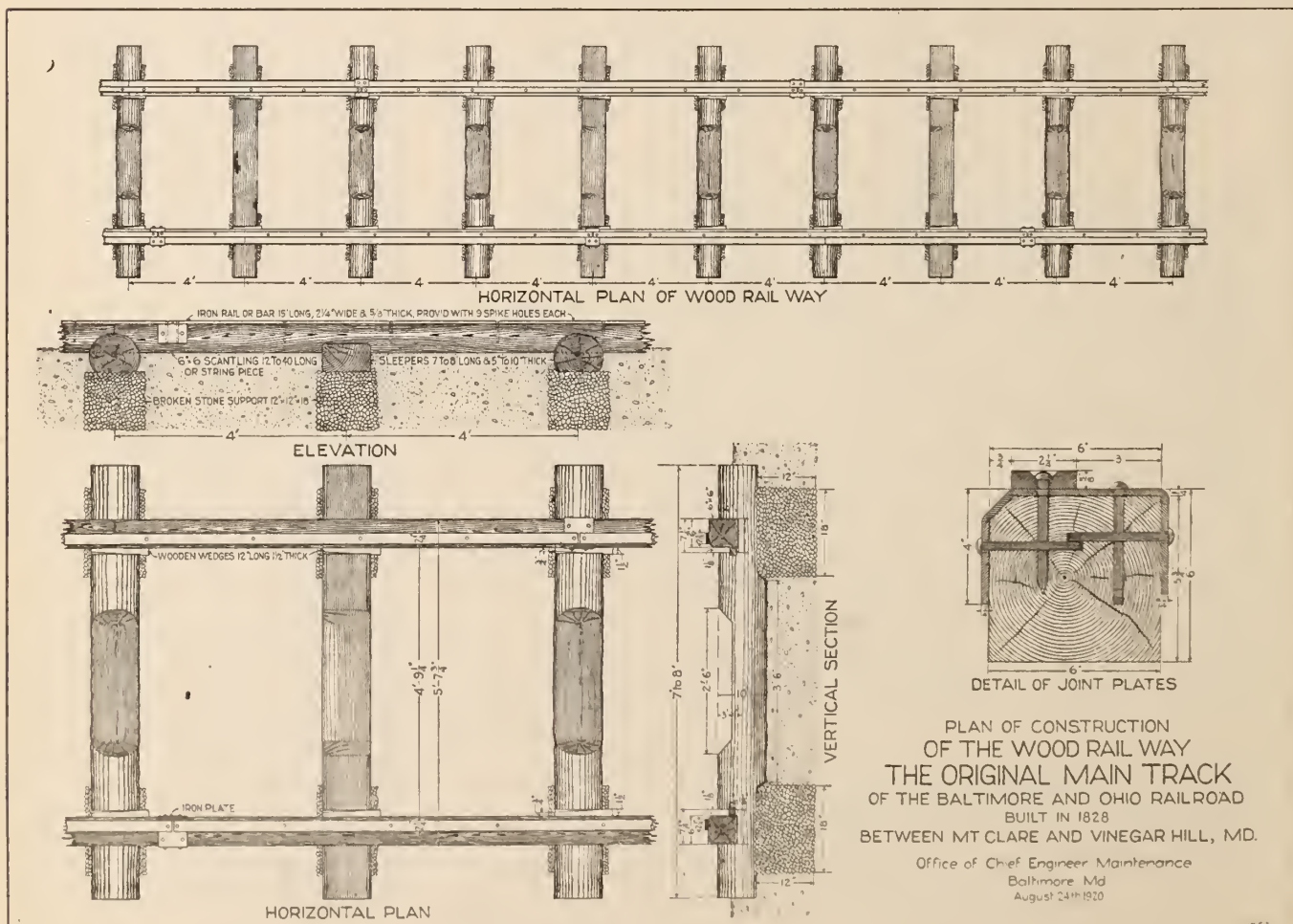
Of yellow pine, or other scantling

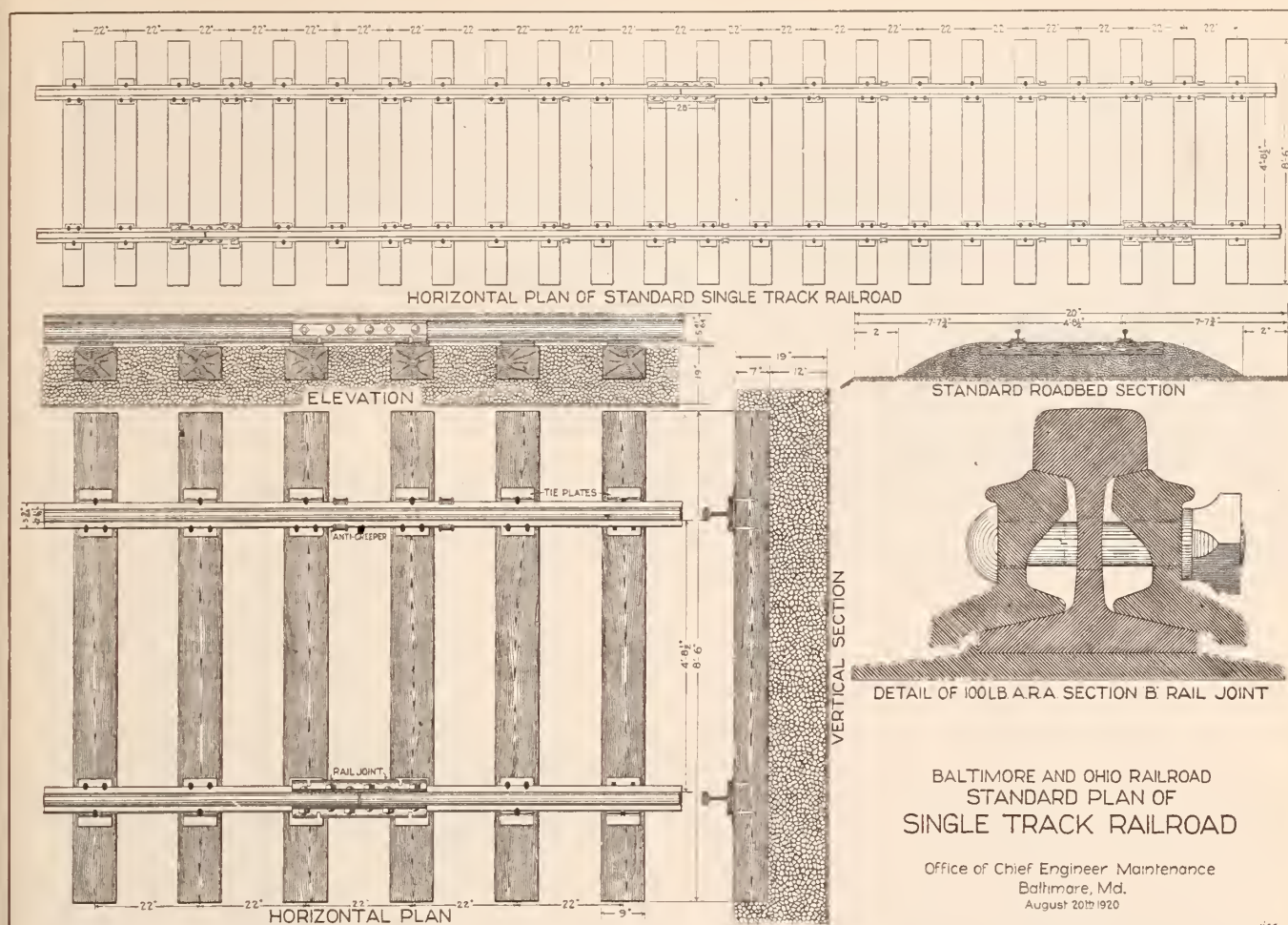
string pieces, about 6 inches square, and from 12 to 40 feet in length, more or less.

The single track will require two continuous parallel lines, of the latter laid lengthwise of the road, 5 feet $7\frac{3}{4}$ inches apart, from out to out, or such other width as the engineer shall direct, resting in notches cut in the sleepers for that purpose, and of wooden wedges or keys driven into the notches to secure the strings to the sleepers. The keys will be about 12 inches long, $1\frac{1}{2}$ inches uniform vertical thickness, $1\frac{1}{2}$ inches wide at the larger end, and taper off regularly to $\frac{3}{4}$ of an inch at the smaller end.

Two notches must be properly formed in each sleeper, from $2\frac{1}{2}$ to 4 inches in depth each, not less than

2 inches of the depth to be clear of sap, and of such width as to admit the string piece and key; that is to say, each notch shall be $7\frac{1}{8}$ inches wide, measured in the direction of the length of the sleeper across the middle of the notch, and to be so formed, that whilst the outer side of the string piece fits throughout one side of the notch, the key before described shall at the same time fit throughout the other side of the notch. The two notches shall be five feet seven and three-fourths inches apart, from out to out, unless otherwise directed by the engineers, and to be free from windings, so as to give a fair bearing to the strings. To accomodate the horse path, each sleeper in the middle part thereof between the notches, and for about $2\frac{1}{2}$ feet in length, is to be reduced in height by cutting or hewing it down to a depth that shall be within one inch of the level of the bottom of the notches, the under side of each sleeper throughout that part, at and near to each end, which is to rest on the broken stone hereinafter mentioned, must be hewn so as to give a fair bearing clear of sap, but not so as to leave the perpendicular thickness of the wood less than $1\frac{1}{2}$ inches in any instance.





BALTIMORE AND OHIO RAILROAD
STANDARD PLAN OF
SINGLE TRACK RAILROAD

Office of Chief Engineer, Maintenance
Baltimore, Md.
August 20th 1920

112

Generally this thickness must be nearly as great as the necessary depth of the notch, and the depth of the part clear of sap, will allow. The whole length of the sleeper on the under side, will, therefore, be hewn as aforesaid, with the exception of about $3\frac{1}{2}$ feet in the middle part, which may be left undressed.

The sleepers having been notched and dressed as aforesaid, or according to such other forms and dimensions as shall at any time be furnished to the contractor for his government therein, he will lay them 4 feet apart as before mentioned, and at right angles with, and transversely of, the road, and nearly coincident with the surface of the ground, but conformable to the levels, surveys, and directions to be given by the engineers, who will designate by marks and stakes, the position, horizontal and vertical, which shall govern the same—the contractor completing the curvature and level between the stakes, as required of him by the engineers.

Under each notch of each sleeper, the contractor will cause the earth to be excavated so as to admit, in the cavity thus formed, $1\frac{1}{2}$ cubic feet of broken stone, which he is to place therein as shall be approved by the engineers, and in a proper and com-

pact manner, 18 inches in length, transversely of the road, and lengthwise of the sleeper, 12 inches in width crosswise of the sleeper, and 12 inches in depth. Provided that should rock, or other hard substance intervene, the depth will be lessened accordingly, in the discretion of the engineers. Each sleeper must be laid so as to rest firmly on two of these stone supports, and so that the central part of each notch shall, as nearly as may be, coincide, vertically, with the central part of the volume of the stone underneath it, and on which it fairly bears. In case the engineers require it, gravel shall be substituted, in whole, or in part, for the said stone.

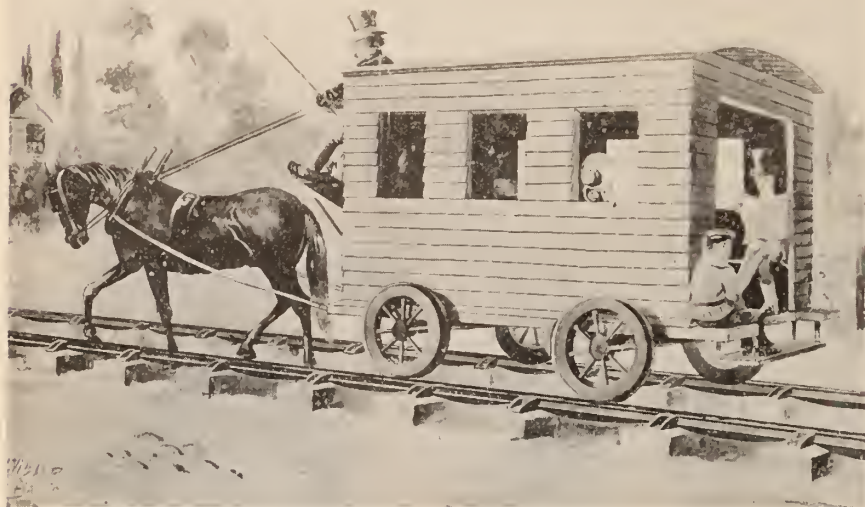
The contractor shall make such disposition of the excavated earth above mentioned, as the engineer shall direct. Provided that in case he shall be required to remove it a greater distance than thirty feet, he shall be allowed such compensation therefor as the superintendent shall deem reasonable and just.

The sleepers having been properly laid as aforesaid, the string pieces before mentioned, will be correctly laid and fitted in the aforesaid notches of the sleepers, so as to form two parallel and continuous strings of the required level throughout the length

of the road or section, and fastened down in the notches by a key, such as before mentioned, to be driven horizontally, and firmly, at the bottom of the inner side of each notch, but not so as to split or crack the sleeper, or to bruise the parts unnecessarily. The joinings of the ends of the scantlings to each other, must, in every case, be on a sleeper, the keys will be made by the contractor, of wood, found him by the company.

Before the iron is laid, the upper surface of each line of string pieces will be made to present a fair and continuous even plane lengthwise of the road, and on straight lines and slight curvatures, they will be of corresponding levels across the track.

The string pieces having been laid as aforesaid, the iron rails, or bars, being about 15 feet long, $2\frac{1}{4}$ inches wide, and 5-8 an inch thick each, and which are to form the surface of the Rail-Road, on which the carriage wheels will be made to roll, are next to be laid by the contractor upon the said strings of wood, and at about $\frac{3}{4}$ of an inch, more or less, from the inner edge of the same, as shall be directed, and so as to form a carriage track of proper curvature, and of 4 feet $9\frac{1}{4}$ inches width, between the iron rails, or of such other width at



A Baltimore and Ohio Passenger Car in 1830

What an Editor said of Train-riding in 1831

Mr. Gales, Editor of the *National Intelligencer*, wrote on October 31, 1831, giving an account of his journey between Baltimore and Ellicott's Mills on the Baltimore and Ohio Railroad:

"We travelled in a large car drawn by one horse, carrying eight or ten persons.

"In the distance between Baltimore and Ellicott's Mills the horse was changed once, going and coming. In going we did not accurately reckon time, but in returning, the whole distance of 13 miles was performed in 59 minutes—the limit to the speed being the capacity to the horse in trotting, rather than the labor he was asked to perform. The locomotive steam engine, in the train of which cars loaded with persons are occasionally drawn, as well as those loaded with materials of commerce, is propelled at the same rate and might be propelled much more rapidly if it were desirable. But for our part we have no desire to be carried, by any mode of conveyance more rapidly than at the rate of 13 miles the hour. A much greater speed we are satisfied would be attended with considerable liability to accidents and with no little injury to the road. Even at that speed the greatest care and circumspection are necessary, and we do not think that we should feel entirely safe, under any circumstances, in travelling on a railroad by night at anything like that speed.

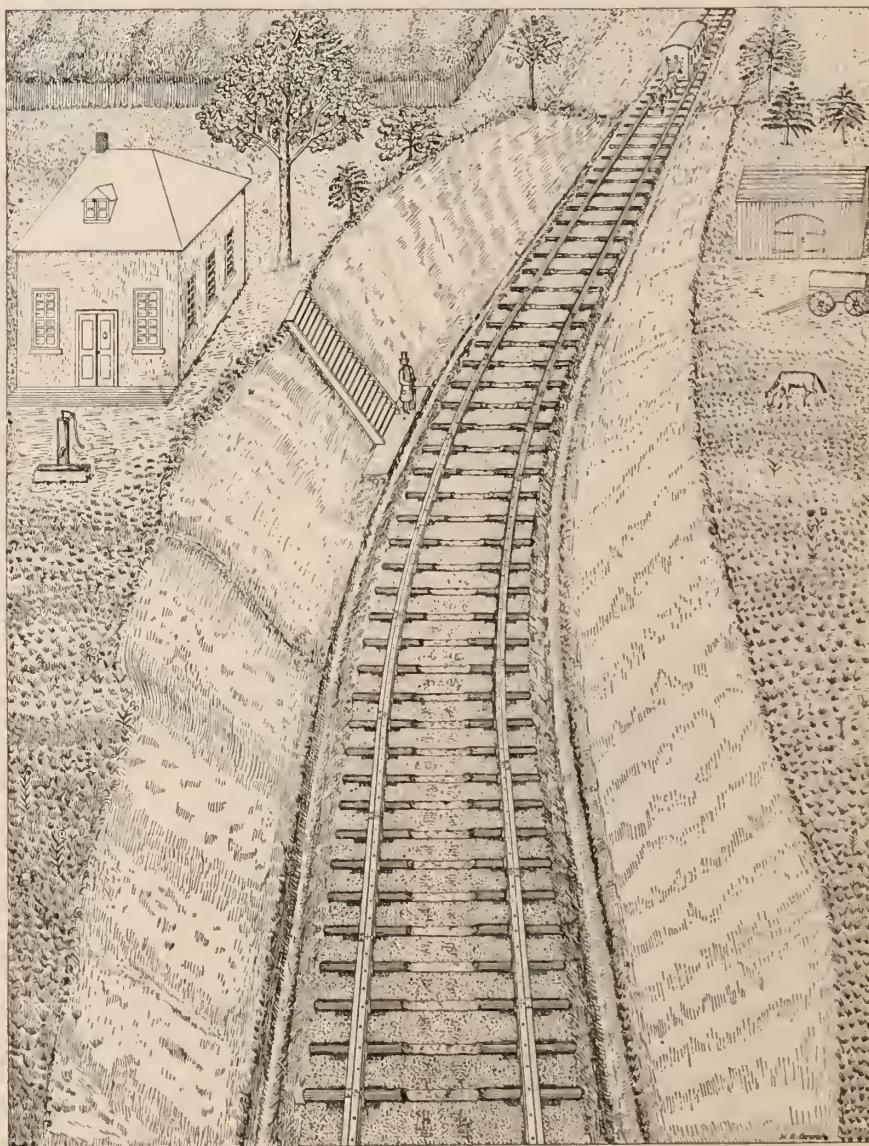
"As a great highway of commerce the canal is beyond comparison. The canal is far superior to the railroad in reference to economy, accommodation and general adaptation to the wants of the country.

"It will require great care to guard against accidents. For ourselves, we met with no accident of any sort. One of the cows, which we overtook, cast a suspicious glance toward us as the car rapidly passed her, which filled us with a momentary alarm lest she should attempt to cross our path, but luckily, she took a direction from the road."

any place as shall be designated by the engineers; small and thin iron

plates shall be carefully and properly let into the wood immediately under the joinings of the iron rails, and the ends of each two adjoining rails shall each be fastened to the plate by a screw bolt and nut, or by a nail or spike, as the case may be. A small oblong hole to be made in the wood, and charred to receive the nut in like manner as the same was done on that part of the rail road already laid on the city and first divisions of said road, and as shall be required by the engineers.

The ends of the rails to be placed at such distance apart lengthwise of the road, not exceeding one-fourth of an inch, as the engineers shall require, to allow for expansion by change of temperature—the plates will each then be nailed to the wood, with two nails driven perpendicularly down on the top, and two horizontally into the side of the string piece. The iron rail will then be secured to its proper place, in other points of its length, by



West Baltimore Cut, showing wooden railway and horse car as used in 1828 on the Baltimore and Ohio



Standard Passenger Coach, 1921

driving nine other nails, or spikes, into the wood through holes which have been made in the rail for that purpose. The driving of the nails, or spikes, shall be carefully performed, so as not to injure them unnecessarily,

nor to cause an uneven surface or derangement of the parts affected.

The projecting edge, or corner of the string, shall then be neatly cut, or trimmed off, so as to permit the flanges of the carriage wheels which

are to run upon the road, to pass in all places without being liable to touch the wood.

The stone or gravel which are to be placed under the sleepers as aforesaid, will be furnished by the Com-



Main Line Track, Baltimore Division looking east toward Halethorpe from Vinegar Hill Bridge

pany, at its proper cost, by contract or otherwise, on the graduated surface of the road, in heaps convenient for use, or so that the quantity required for each one hundred feet in length of road, shall be deposited within that distance.

And the contractor shall fill the interstices between the particles of stone with sand or gravel, which he shall cause to be well rammed in, with the said stone, as shall be approved by the engineer, and so as to prevent the lodgement of water, in the hole, or amongst the stone. This sand or gravel, shall be procured by the contractor, if found on the surface of the ground within the distance of one hundred feet, otherwise it shall be delivered within that distance at the cost of the Company. The smaller particles of stone or gravel shall be made to occupy the two or three inches of depth next the sleeper, in order that it may be the more easily adjusted to the proper level, and at the same time have a firm bed previously settled with the rammer. No earth, clay, wood, or other improper substance will be admitted to be mixed in the mass of the said stone or gravel, or between the same and the sleeper.

The contractor shall join his work at or near the ends of his section or contract, to the work of the adjoining section or contract, as the engineer shall require.

The sleepers in the rough, of the dimensions stated, as nearly as may be,—the string pieces as they come from the saw mill, and the iron rails prepared ready for laying, will be delivered at the charge of the company, upon the road, on some point, within the limits of the contract. The wood for the keys, and the plates, screw-bolts, spikes and nails, will be furnished by the company. The contractor shall cause the keys to be made from the ends of the scantlings, which may necessarily have to be cut off, so far as they may go.

When turns-out or crossings shall be required, by the engineer, the contractor shall make them, as shall be directed, and shall be allowed, by the engineer, a proportionate compensation for the same. When sleepers are required to be used, which have been dressed in whole, or in part, at the expense of the company, the company will require a fair deduction for the same, to be ascertained by the engineer.

The whole to be performed, as required, and in a correct, substantial, and workmanlike manner, and without unnecessary waste of materials of any kind. The contractor to be paid in full by the company, when the con-

tract shall be completed and approved by such person as the President and Directors may appoint to examine the same—but may receive payment in part from time to time as the work progresses, reserving one-fourth part of the amount which may be due, until the final approval of the work as aforesaid.

Persons wishing to propose for laying the rails, or those who may be engaged in superintending the work, will gain further information by examining portions of similar rail way, already laid, on said road.

Information in Connection With Building Standard Track, 1921

Grading

UNDER this head will be included all clearing and grubbing, ditching and draining, and all excavations and embankments required for the formation of the roadbed, or in any way connected with or incident to the construction of same.

Ditches shall be dug and drainage provided within or without the limits of the Road as the engineer may direct.

The roadbed will be graded from 39 to 41 feet wide at subgrade in excavation for double track, and for single track from 22 to 28 feet. The width of embankments shall be as directed by the engineer, but in no case less than 33 feet wide at subgrade for double track, and 16 to 22 feet wide for single track, except where otherwise directed by the chief engineer, and shall in all cases conform to such breadths, depths and slopes of cutting and filling as he may determine, and no excess excavation beyond the directed widths of depths will be allowed.

The cuts and embankments shall be dressed and sloped in a thoroughly workmanlike manner, brought to the true subgrade and the drain ditches in cuts neatly and evenly finished, as the engineer may require, and the contractor shall not receive compensation for such dressing and finishing of the work, as the price paid for excavation shall cover this cost.

All materials used in the formation of the roadbed will be measured in excavation and shall be distributed and deposited, either in embankment, or for increasing the widths of same, spoil banks or elsewhere, in the manner or in such places as the engineer may direct. No material will be wasted over the sides of excavations, unless so directed, but in no case is it to be wasted on the high or upper

side, where it is liable to be washed down into the excavations.

Where surface ditches are required, the nearest edge of the ditch shall be not less than 10 feet from top of slope in excavation or toe of slope in embankment.

All stone or rock excavated and deposited will be considered as property of the Company, and the contractor will be responsible for its safe keeping until removed by said Company, or until the work is finished.

Sufficient fences for the preservation of growing crops, live stock and other property, shall be provided and maintained by the contractor, at his expense.

Materials shall be distributed and disposed of as directed by the engineer.

It is distinctly understood between the parties hereto that the prices hereinafter agreed upon for excavation, will include all hauling and transporting of such excavated materials and depositing same in such manner and in such places as the engineer may direct.

The contractor is expected to make such personal examination of the work to be performed as will enable him to make such bids for excavation and other work as will cover the cost of hauling the materials and the disposition of same.

Rail

All rails shall be of first quality open hearth steel. They shall be of such section and specifications as submitted by the Railroad Company as a part of the purchase contracts. The Engineer of Tests is responsible for the inspection of all rails at the time of rolling, and he will see that the rails are submitted to the tests and analyses fully outlined in the specifications.

Track Fastenings

Splice bars shall be of heat-treated, oil-quenched steel and shall otherwise conform to specifications No. 295-B.

Track bolts shall be of high tensile steel with hot pressed nuts. They shall conform to specifications No. 204-E.

Tie plates shall be of steel and conform to specifications No. 374-A.

Track spikes shall be of steel and conform to specifications No. 59-B.

Anticreepers or rail anchors shall be of an approved design and specifications.

Stone Ballast

The stone shall be hard, durable and of a quality acceptable to the engineer. It shall break in angular pieces when crushed and be thoroughly screened of all dust, dirt and other foreign matter.

The maximum size of the crushed stone shall pass through a screen having holes not to exceed three inches in diameter. The minimum size shall not pass through a screen having holes one inch in diameter for limestone and one-half inch for trap rock.

Cross Ties

Ties from the following kinds of wood will be accepted:

Ash, beech, birch, catalpa, cedar, cherry, chestnut, elm, cypress, fir, gum, hackberry, hemlock, hickory, larch, locust, maple, mulberry, oak, pine, redwood, sassafras, spruce, sycamore and walnut. Others will not be accepted unless specially ordered.

QUALITY.—All ties shall be free from any defects that may impair their strength or durability as crossties, such as decay, splits, shakes, or large or numerous holes or knots.

Ties from needle-leaved trees shall be of compact wood, with not less than one-third summerwood when averaging five or more rings of annual growth per inch, or with not less than one-half summer wood in fewer rings, measured along any radius from the pith to the top of the tie. Ties of coarse wood, with fewer rings or less summerwood, will be accepted when specially ordered.

Ties from needle-leaved trees for use without preservative treatment shall not have sapwood more than two inches wide on the top of the tie between 20" and 40" from the middle, and will be designated as "heart" ties. Those with more sapwood will be designated as "sap ties."

MANUFACTURE.—Ties ought to be made from trees which have been felled not longer than one month.

All ties shall be straight, well manufactured, cut square at the ends, have bottom and top parallel, and have bark entirely removed.

DIMENSIONS.—All ties shall be 8' 6" long and 7"x9" in section.

All ties shall measure as above throughout both sections between 20" and 40" from the middle of the tie.

These above are minimum dimensions. Ties over one inch more in thickness, over three inches more in width, or over two inches more in length will be degraded or rejected. The top of the tie is the plane farthest from the pith of the tree, whether or not the pith is present in the tie.

Construction of Track

In unloading rails from cars they shall be skidded or otherwise carefully lowered to avoid injury. Whenever it is necessary to drop them, both ends must be dropped together and the greatest care taken to avoid their falling on hard and uneven surfaces.

In laying rail, standard expansion shims shall be used. The temperature of the rail shall be taken by placing the thermometer on the rail.

Ties must be handled with tie tongs and not with picks.

Rails must be laid 4' 8½" gauge in straight track and on curves up to and including five degrees; 4' 8¾" on curves over five degrees and up to and including ten degrees; and 4' 9" on curves over ten degrees. On tangent the rails will be cross levelled, that is, both rails shall have the same elevation. On curves the difference in elevation of the rails shall be made to correspond to the degree of curve. The outer rail shall be given the superelevation specified for curves of various degrees.

The rail shall be laid so that the joints will be staggered, that is, a joint on one rail shall be opposite the center of other rail.

The rails shall be laid without bumping and laid rail by rail.

All ties must be fully tie plated. The tie plates will be given an even bearing on the tie. The rail shall be spiked to the ties in the following manner:

All spikes must be driven vertically with the face in contact with the base of the rail. They should not be straightened while being driven. On tangents and light curves the rail must be full spiked (two spikes per tie per rail) and the spikes staggered so that the outside spikes shall be on the same side of the tie and the inside spikes on the opposite side. On heavy curves three spikes per tie per rail will be used—two spikes to be placed on the inside of each rail. Where only two spikes per tie per rail are used the outside spikes shall be placed ahead in the direction of traffic on double track and on single track, the outside spike must be placed ahead in the direction of rail creeping.

Ties shall be placed 18 to each 33-foot rail. The largest and best ties must be selected for use at the joints. Intermediate ties must be uniformly spaced. Ties must be placed with the heart side down.

All ties must be placed in track square to the line of rail. On double track the ends must be lined on the outside; on single track the ends must be lined on south side, except on curves, where they must be lined on the high side. The ends of the ties on the line side must be 21 inches from the web of the rail.

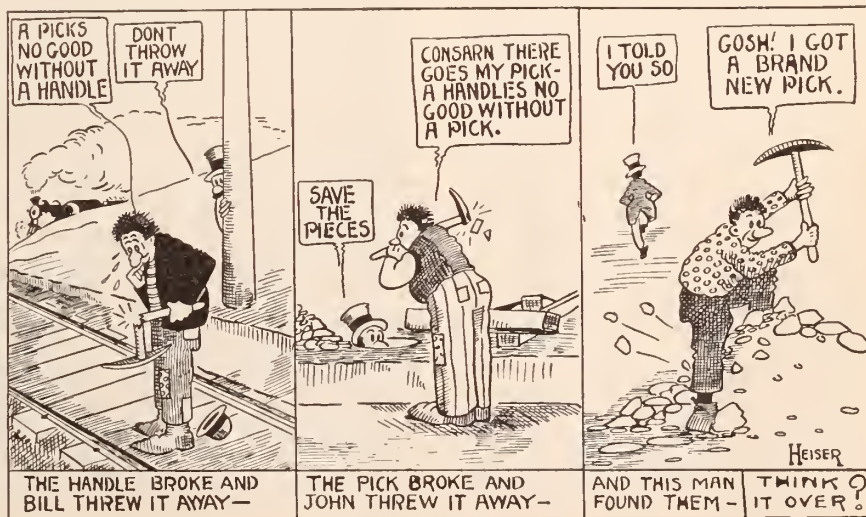
The track shall be ballasted with crushed stone. Ballast will be placed to a depth of 12 inches under the ties. The cribs between the rails will be filled to a level even with the tops of the ties. At the ends of the ties the ballast shall be 1½" below the tops of the ties. The berm shall slope off evenly for a distance of 5' 7¾" from gauge side of the rails. On double track the space between the inside rails must be filled to the level of the tops of the ties.

The ballast under the ties must be tamped from the ends to a point 18 inches inside the rail, the remainder being filled in and lightly tamped. All ties must be tamped to a uniform bearing and for the full width under the ties.

A sufficient number of anticreepers shall be used to prevent rail creeping. Where anticreepers are used both rails must be anchored to the same tie to prevent the latter from sluing.

The tracks will be put in good line and surface and must be satisfactory to the Railroad Company's engineer assigned to the work. It is understood the track will be given a workmanlike finish.

All surplus material will be assembled at designated points. The right-of-way will be left in a neat and orderly condition.



"On Time"

By Edgar White

WORD leaked out of the Kansas City underworld one wintry afternoon that Barney Branisette, train and bank robber, notorious motor bandit and dangerous gunman, was going to take the night train to St. Louis; that he would meet some pals there and plan another big raid in the South. The gang had cleaned up pretty well in the Fall, but money burns in such hands as those, and the campaign for fresh sinews of war is always on.

A strong force of plain clothes men kept vigil at the Union Station, scanning every face, watching intently for anything like a suspicious move by any in the hurrying throngs.

As the information did not state which road the bandit would take, an emissary of the law was assigned to each train to cross the state that night.

"Bring in Barney dead or alive," was the terse command from detective headquarters.

The snow flurries became fiercer as the night came on. The wind bit with keen intensity. It foreshadowed a night of anxiety for men whose business it was to run trains.

Ben Hearne, the young assistant superintendent of the Burlington, was in his office at Brookfield Station, keeping tab on every train out in his territory. Word had just come to the dispatcher that the St. Louis Limited was losing time on the Kansas City Division because of engine trouble, but was plugging along as best it could. From Cameron Junction came a special message to the assistant superintendent stating that there were three southern railroad officials on the Limited, and that it was a matter of extreme importance for them to reach St. Louis in time to make connection with the Lone Star Express, scheduled to leave at 8 a. m.

The children of adversity travel in droves. An hour before the Limited reached the Brookfield Division the office at the roundhouse called up with the information that Dan Magruder, of the relay engine to be put on at Brookfield, had broken his right arm in falling off a rotten plank into a pit; Dan said he was willing to try to make the run with his left arm, but he was suffering intensely.

Ben Hearne sat with his arms spread out on the desk before him, chewing an unlighted cigar. He might have called up the general superintendent and put the situation up to him, but it wasn't his way to

dodge anything unloaded on his shoulders. There had been an unusual call for enginemen on the lines of the west division all through the day, and there wasn't any available man in the shops. Hearne could run an engine himself, but not for a sustained dash over a division of 175 miles. There was the two miles of curved track around the big hills at New Wales—

Ah! Old Dave Jenkins—"Cap Jinks," they called him, pusher engineer—73 years old, white-haired, but a man of men—taken off the Limited years ago over his vehement protest—never any fault but his years—would he—

Hearne grabbed the telephone. After calling up the house and station the operator at New Wales located Cap Jinks at Joe Heaton's grocery, where he was playing a championship game of checkers with Jerry Murphy, the blacksmith. On such occasions Joe, in deference to the feelings of his customers, kept late hours.

"Can you take the Limited into St. Louis tonight?" asked Hearne over the telephone.

Cap Jinks' old eyes glowed.

"You ought to be ashamed to ask me such a question, Ben Hearne," the old man retorted.

"It's nearly two hours to the bad," explained Hearne.

"What engine will you put on at Brookfield?"

"1908—superheater—and Jack Cowan will fire for you."

"I'm on," returned the veteran. Then to the boys at the checker board: "Fellows, leave the men just as they are till I get back, and I'll show Jerry who's the checker boss of this man's town," and out he strode to his little cottage by the railroad track to get his clothes ready for the night's strenuous job.

* * * * *

In the smoking car a large-bodied traveler wearing a black cap and a rusty coat was curled up asleep. A few feet behind him was a slight man with clear-cut features and keen gray eyes—the Sherlock Holmes of this story, Carl Stamper by name. And he was shadowing the man he had spotted as Barney Branisette, outlaw, whom he had warrant to shoot on sight if he made the least move. Stamper's hand rested on the automatic in his right pocket. He was a man who never took chances. Any minute the bandit might start,

glance around and the battle would be on. Stamper knew the breed he was dealing with.

At the Brookfield Division three men hurried out of a Pullman, made some inquiries and then walked briskly to the forward part of the train. The big black relay engine, its great shining eye piercing through the snow flurries, and bathing the yards ahead in a silvery glow, was panting heavily, like a great horse, snarling to be unleashed. One of the men waved his hand at Hearne, who was handling the machine. The assistant superintendent climbed down to the ground so he could hear above the hissing steam.

"We're three railroad officers," explained one of the men, a large, aggressive individual, with a fighting jaw, "and it's important that we catch the Lone Star Express at St. Louis in the morning. We lost time on the west end—if you fellows could—"

The man tendered a roll of bills. Hearne waved them aside.

"We'll do the best we can," he said; "I'm going to run the engine 20 miles down the line, where we'll take on a man who knows the job better. I'll be in to see you after we get beyond New Wales."

The signal was given and the long train started on its night journey against time. The track was slippery with the falling snow, and sparks flashed from the drivers as they slipped on some of the hills. The run to New Wales was made in 30 minutes. Cap Jinks, bundled up like Santa Claus, was on the little depot platform, surrounded by his comrades of the checker board. His bright old eyes were glowing behind the big goggles he wore.

Hearne smiled. He knew what those goggles meant.

"Now take her, Cap, and do the best you can," he said; "we're late and St. Louis is a long ways off."

The old man climbed up into the gangway. When on duty he was not given to much speech. Quickly he surveyed the intricate mechanism about the gigantic boiler, which extended quite through the cab, and his practiced eye noticed something new—the index on the indicator limiting the speed to 50 miles—a recent rule of the motive power department.

"Huh!" he sniffed contemptuously.

"So long, Cap," said Hearne, starting back.

"S'long, Ben."

The conductor waved his lantern. The old man gently grasped the long, slender lever, the six big drivers took hold, and the train was moving. Further out came the lever, and fiercer the blasts from the short stack

far ahead on the big black boiler. The old man climbed up on the seat, his wrinkled face, rigidly ahead on the two silvery strands that glowed across the rock ballast.

Faster and faster came the blasts until they blended into one continuous roar. The engine leaped ahead like a horse running away with its rider. The big bronzed-armed fireman grasped the chain and swinging open the furnace door tossed great scoopfuls of black food into the white-hot maw. As the door opened a broad glare of red swept out into the night like a conflagration.

Rising out of the gloom, like ghostly sentinels, highway posts brought a warning scream from the bronze throat in front of the cab. Tiny stations, their lights glowing like a star down the line to show someone there was keeping vigil, rushed to-

ward the train, and sank into the darkness behind. Without slackening speed the long train careened around the hills, roared over tall viaducts and swept across the prairie like a meteor.

The Limited was making up time.

Ben Hearne made his way back into the Pullman car where the southern railroad officials had a compartment to themselves. As the superintendent entered the large man arose and introduced himself and his companions.

"We are scheduled to attend a big meeting of railroad men and citizens at Dallas, Thursday night," he said, "and if we miss the Express in the morning the jig's up."

"The weather is against us," declared Hearne, "but we got a good cld-timer ahead, and if anybody can do it he can. We're doing better than 60 miles right now, and when he hits

the straight road by the river he'll let down the bars."

"No danger of being laid out by other trains?" inquired one of the travelers.

"Nothing but a wreck will stop us," smiled Hearne.

Showers of sparks rattled against the ventilators. There was a gentle tinkle of the fancy work about the ceiling lights. The wheels hummed softly and the motion was as smooth as if running on velvet.

"He's breaking the speed limit all right," said Hearne, as he noted the men looking at their watches. "If nothing goes wrong we'll be in at 7.50."

"And we'll sure be under lasting obligations to you and your engine-man," declared the big man; "this thing means a lot to us."

Hearne glanced at the travelers. All of them were well-dressed, alert, active looking men and he felt that no ordinary occasion confronted them. They didn't appear to be the sort of men to get worked up over small matters.

The train stopped at Macon Junction, where it was to detour on the new cut-off. Ten minutes was the normal stop there, but it lengthened out to fifteen. Then Hearne arose to go out and find what the matter was, when the conductor came hurrying in.

"Fireman slipped off the tender while adjusting the water crane," he said in some excitement, "leg sprained badly; what'll we do?"

Hearne went forward to the smoker and rapidly scanned the men there. The big fellow in the cap struck him as about what he wanted. Shoe shook him.

"Hello," said Hearne.

"What's up?" inquired the man drowsily.

"Fireman hurt; you're a strapping big fellow—how'd \$25 suit you to fire the engine into St. Louis?"

The man got up and stretched himself.

"Lead me to it," he said.

The detective heard all this, and as the two men hurried down the aisle, he signaled to Hearne.

"Come back when you're through."

Hearne nodded.

In the cab the injured fireman was sitting on his box seat, a soldier put out of business.

"Jack," said Hearne, "I've brought you a sub—if you give him a few pointers till he gets the hang of the thing I'll come back and help you to a berth in the sleeper."

When Hearne returned to the smoker Detective Stamper said:



"The end of the run"

"That man is Barney Branisette, the bandit."

Hearne whistled. Stamper went on: "There was a tip came into headquarters in the afternoon that he was going to St. Louis tonight, and, not knowing which road he'd take, a man was assigned to the Wabash, the C. & A. and the Burlington. It happened he took this train."

"Certain about your man?" asked Hearne.

"There's just one point I'm a little in doubt about," returned the detective; "when he got on the train I was some distance away and didn't get a square look at his lower jaw. There's a curious scar on it—like a little star that turns red at times."

Hearne started.

"How many men were in that Colorado bank robbery?" he asked.

"Several, but we haven't a direct line on anybody but Barney Branisette. He was the brains of the outfit. If we get him we'll be near the others. It's said he's hiking out for Old Mexico."

"Well, he seemed to take to the job in the head-end all right," said Hearne thoughtfully; "as we approach the city you can go forward and get him before he leaves the engine, if you want."

Hearne went back into the Pullman and rejoined the railroad officials.

"Fireman had an accident at Maccon," he said, "and I had to pick up a sub from the smoker—a big, husky fellow, who seemed glad to get the job."

"Friend," smiled the big man of the group, "you've had some problems to work out tonight."

"Yes," returned Hearne, "and I'm not through with them yet. The snow's falling thicker."

The assistant superintendent sat in the compartment quietly conversing with the officials until the locomotive's shrill blast announced the approach toward old Monro, where a brief stop would be made. Hearne excused himself and went forward. When the train stopped he wrote a message and handed it to the operator, who looked up with startled eyes. Hearne held up a warning finger.

"Stay with that, Harry, until you get word it has been delivered."

"Yes, sir."

Out of old Monro the train rushed across the lowlands, and as it approached the river there was a shade of gray in the east. The searchlight revealed myriads of "diamonds" falling on the land where in the long ago Daniel Boone stalked bear and elk, and where his trusty flintlock ended the career of many a bad red man. Cap Jinks was now "burning up the

trail" where the noted pioneer's moccasined feet had trod their sturdy way.

In the gray dawn the Limited took the long curve, and swung out on the river tangent—tall, rocky bluffs jutting over the track on the west, the mighty mile-wide current on the east. The line here was straight and solid as a rock pier. Cap Jinks, a born sportsman, smiled grimly as he nodded to the new stoker, who seemed to take handily to his job. That smile said:

"Here's where we try out old 1908."

Back in the Pullman three anxious men, watch in hand, counted the mile posts as they shot by in less than a minute and figured—sixty-two, sixty-five, s-e-v-e-n-t-y—s-e-v-e-n-t-y-f-i-v-e—s-i-x—s-e-v-e-n—e-i-g-h-t—

"By the Lord Harry!" cried the big man; "he's making 80 miles an hour with 10 coaches!"

"My money's on the old pusher engineer," remarked a companion; "our friend, the young superintendent, knew how to pick his man."

"If he doesn't land us in the river," remarked the third man, a little uneasily.

"Better the river than to miss connections," returned the large man significantly.

The Limited took the large bridge over the Missouri River at a maintained speed of 65 miles, and then swept across the bottom between the rivers. It was now a straight run to the city, level as a barn door, and Cap Jinks turned the "old girl" loose. By the clock he noted with grim satisfaction that his work had turned back the dial until he had gathered in nearly every moment of the time lost on the west end.

The snow was still falling gently, but it had made no drifts and the big drivers were responding accurately to every movement of the steam control.

There were many grade crossings as the city approached and 1908's warning snarls were almost continuous.

There was a black pall ahead—the pall that always hung over the city in the early morning hours. To the east a thick mist denoted the river. The Limited began clanging over switches, roaring by long lines of freight cars, and suburban industries. A blast furnace shot its red glares against the leaden sky. Men stood in boiler-room doorways as the speeding train swept by, and wondered why the engineman took such a hazard over streets and switches.

The automatic bell clanged weirdly in the morning gloom. Policemen jotted notes in their books to report the flagrant violation of the ordinance. The driver of the heavily

laden truck that missed annihilation by a few inches shook his fist at the train, and said things unprintable.

Great warehouses loomed up and as the Limited took the canyons between them the echoes flung back harshly.

When it seemed the train was about to plunge into the heart of the city, it began a gradual ascent and was on the elevated skirting the river front. Below motors and wagons surged over the granite pavements. Big brick buildings, of a color no one could tell, lined the western side like fortress walls—once alive with business, now tenantless—ghosts of the steamboat days.

The elevated passed, the Limited dropped down to a maze of tracks, dotted with red, white and green lights, and broad searchlights sweeping through the gloom as in maneuvers by a battle fleet.

Ben Hearne was standing in an open vestibule between the smoker and the forward chair car. The conductor came to him.

"Those railroad men in the rear Pullman," he said, "want me to open the vestibule so they can get out before we back into the station; they say they can save time in reaching the Lone Star Express from this side. Guess they're right about it."

Hearne was peering intently across the tracks. Suddenly he spied toward the yard end of the sheds a small group of men. When he got up a little closer he held up his hand, and a man in the group responded.

"Yes," said Hearne, "let them out."

The train moved slowly to a designated point, stopped and then began backing rapidly into the station.

When the air shrilled off the brakes the clock in the midway indicated 7:50.

The Limited was exactly on time.

Detective Stamper came walking up from the engine, having in charge a man in handcuffs—the substitute fireman.

"Came across all right, Hearne," exulted the detective, "didn't try any gun play."

"Just wait here a minute, Stamper," Hearne requested.

A small crowd of men were coming up from the yards. With them were the three "railroad officials," in irons. They stopped on reaching Hearne and his two companions. Hearne spoke in a low tone to the detective.

"Look at that big man's jaw."

As Stamper did so, he started.

"By George! That's Barney Branisette as sure as death!"

The big man grinned.

"Don't you know me, Carl?" he

asked. "I know you well enough. I'd shake hands, only—"

He held up the irons.

The chief of the arresting posse said to Hearne:

"These are the men all right—Branisette, Dinky Murrell and Texas Bob. If you had been late we were going to take the eight o'clock train for Chicago—the old man had a tip they were there, and he told us if you didn't get in on time to pass up—he thought the Chicago tip was best!"

Cap Jinks came waddling up. He knew nothing of train robbers or the drama in which he had played such an important part. The thing that was on his mind was for the good of the service.

"Ben," he said, "this boy here"—indicating Stamper's prisoner—"is a gilt-edged steam producer—you ought to give him a job."

"Puts me in mind I owe him \$25," said Hearne, as he pulled out his pocketbook and handed the man some bills. "By the way, friend, where were you going?"

"I was going to Brookfield to get a job firing but fell asleep and they took me by," said the man; "that's my business—I been working on the Milwaukee."

"All right, my boy," said Hearne;

"we got a job for you. Turn him loose, Stamper; that man's no crook."

* * * * *

When he got his St. Louis *Star* the next morning, and saw the amazing headlines on the first page, Joe Heaton summoned all the checker hounds to his grocery, and as they assembled about the old barrel-heater, he read the big story to them:

"Complete Roundup of the Barney Branisette Gang—Chief O'Hara's Men Mob 'Em in Union Station Yards as they were Heading for Lone Star Express—Were Posing as Southern Railway Officials—But for Wonderful Night Run by David Jenkins, Veteran Pusher Engineer, Officers Would Have Missed Them and Gone to Chicago on Hunt.—Star-shaped Scar Gave Clue to Assistant Superintendent Hearne."

Then followed a thrilling story of the night run, the clever disguise of the crooks, and how Ben Hearne, after his talk with Detective Stamper, became satisfied his "railroad officials" were the men wanted, and foreseeing they would get off in the yards instead of risking themselves on the midway, had notified the St. Louis force where to await the fugitives, who were heading for old Mexico with suitcases full of loot.

When he reported the next night at Joe Heaton's grocery, Cap Jinks took up the checker game where he had left off and beat Jerry Murphy so badly that he had three "kings" and two common "soldiers" left when Jerry was cleaned up.

Now a Property Owner—not a Renter

NEWARK, OHIO, February 17, 1921.
MR. W. J. DUDLEY, Superintendent, Relief Department, Baltimore, Md.

Dear Sir—We received the papers in full and were glad to receive the mortgage and other papers.

We wish to thank you, and also the Baltimore and Ohio Savings Feature, for granting us the loan and also for the easy method of payment.

If it had not been for the easy way of paying, probably we would be renters today instead of having the great privilege of being property owners. Again thanking you and the Baltimore and Ohio, we are,

Yours truly,

(Signed) MR. AND MRS. T. M. TYRELL,
R. 8, Newark, Ohio.

(Mr. Tyrell is employed as a carpenter, Motive Power Department, Newark, Ohio.)



HEISER'S IMPRESSIONS OF THE GLEE CLUB CONCERT

Because of the remuneration received from the large number of concerts that the Glee Club gave for outside organizations during the past season, they were able to make their Seventh Annual Concert on the night of May 23, a complimentary affair, and to have as their guests about 1000 of the officers and employees of the railroad and other friends. "J. O. L." the well known arts critic of the Baltimore *"Evening Sun,"* said in part in his review of the concert, "there is probably no more admirable chorus of men's voices in Baltimore than this one."

Ever Hear of Excess Baggage on a Stock Train?

Fifty Calves Born En Route from the Northwest
Become Orphans at Baltimore

SEVERAL weeks ago the Baltimore and Ohio contracted with J. C. Benson, traffic manager of the American Dairy Cattle Company, to bring about 750 milch cows from Chicago to Baltimore for export. Nature would have its way, however, and as a result the number of the *genus bovinus* which arrived in Baltimore had been increased by about 50 when the run from the Northwest was completed. Huddled together at Claremont, Baltimore, in a pen especially set apart for their use, was this addition to the cooperative

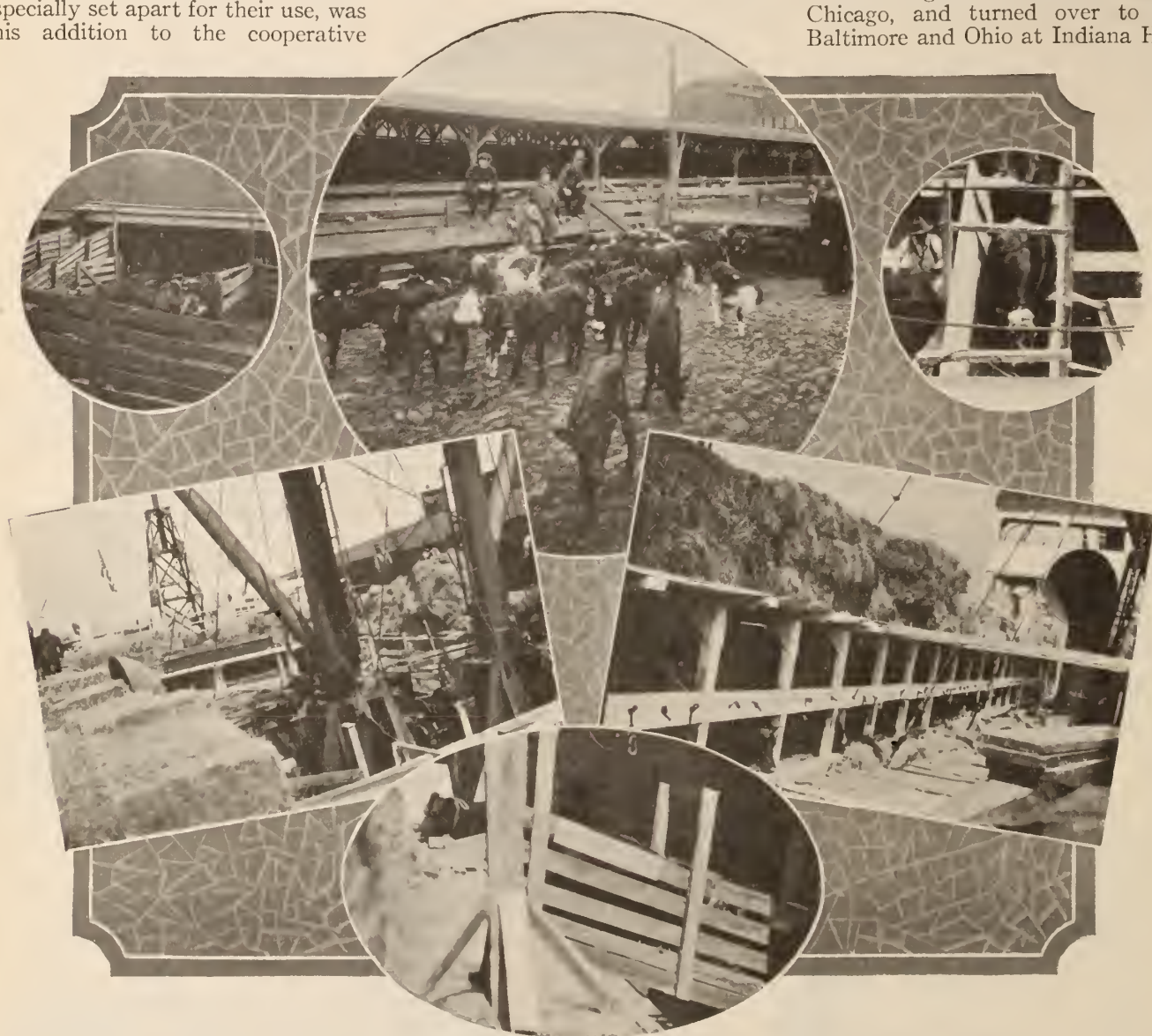
family of cows traveling over the Baltimore and Ohio; a stubborn, bleating, bawling and troublesome lot of orphans, but who were handled with special consideration by the employes at the stock yards and sent down to Locust Point for export along with their mothers and other relatives.

This shipment is of special interest to Baltimore and Ohio men and to those interested in the development of the port of Baltimore, because it

marks the first big shipment of cattle from the port of Baltimore overseas since the World War.

The milch cows comprised in this shipment were given by farmers in the Dakotas, Minnesota and other States in the Northwest, under the auspices of the American Dairy Cattle Company for shipment abroad and for placing on the devastated milk farms of Europe. Farm boys from the Northwest accompanied them to Baltimore and sailed on the steamship "West Arrow" to see that they were properly taken care of and distributed on the other side as planned.

Mr. Benson had these cows assembled at Trippe, South Dakota, and other points and from there they were brought to Calumet Park, Chicago, and turned over to the Baltimore and Ohio at Indiana Har-



EN ROUTE FROM THE NORTHWEST OF THE U. S. A. TO THE DAIRY FARMS OF EUROPE

Upper left: A pen of cows being loaded into stock car from Union Stock Yards at Claremont, Baltimore, en route for export loading at Locust Point. The pens at the stock yards are so arranged as to enable cars in train to be spotted so that doors are opposite entrances to pens. It takes an incredibly short time for trained employes to load cattle on these cars. Upper centre: A part of the excess baggage accumulated during this interesting movement. About 50 calves were born on the stock train between the Northwest and Baltimore. Upper right: Urging Bossie to begin her steep descent into the hold of the boat. Lower left: What space on deck not given over to pens on the West Arrow was taken up by bales of sweet smelling hay. There was no lack of provender provided for the cows, yet with them, as with people on an ocean voyage, we suppose that eating waited on appetite. Lower centre: Fore feet on the boat and hind feet on terra firma—a glimpse of the gangway built across Pier 9 at Locust Point from the door of the stock car to the deck of the West Arrow. Lower right: No lack of fresh air and sunshine for these chosen members on the manifest, quartered in their commodious stalls on the hurricane deck.



EMPLOYEES OF THE BALTIMORE AND OHIO, AND UNION STOCK YARDS, AT CLAREMONT, BALTIMORE

In the center, front row, wearing glasses, is C. W. Pledge, agent, Stock Yards, 42 years' service; on his right W. A. Waltmeyer, chief clerk, 44 years' service; on left of Mr. Pledge is George Habighurst, superintendent of Stock Yards

bor. Accompanying the train of 35 cars of cattle were also 25 carloads of feed, some used on the trip East and some placed for loading at Locust Point on the "West Arrow." The report of our general live stock agent, R. A. Ebe, in regard to this movement is as brief as it is satisfactory, and reads as follows:

"April 13, 1921.

"Thirty-five cars milch cows from the West for export on steamer 'West Arrow' via Baltimore, were fed and rested at Calumet Park, Ind. They were delivered to the Baltimore and Ohio Railroad at Indiana Harbor at 4.45 p. m., Saturday, April 2, and arrived at Connellsville, Pa., 1.00 p. m., April 3. They were fed, rested and reloaded at Connellsville at 7.30 p. m., April 3, and arrived at the Claremont Stock Yards at 8.16 a. m., April 4, which was very good service. Part of the animals were sent aboard the 'West Arrow' on April 12 and the balance on April 13, and embarked from Baltimore that day."

It is interesting also to note that not a cow of the 750 turned over to the Baltimore and Ohio at Indiana Harbor died while being handled by our employes. This is an extremely good record when one considers the hazard attending the loading of the cows into the stock cars, their unloading for feeding, etc. The regulations governing the handling of cattle prescribe that the cows must be fed and watered at least once every 28 hours unless the shipper extends this time limit to 36 hours.

The necessity for dispatch in handling of live stock is apparent at the office of C. W. Pledge, live stock agent at Claremont. He has a special wire there and is kept in constant touch with all cattle trains, which move as Q. D. freight. Copies of all messages relative to the movement of cattle are sent to the operating vice-president, general superintendent of transportation and general live stock agent, keeping all transportation factors fully informed so that such movements can be made without unnecessary interruption or delay.

The accompanying pictures give various views in connection with the handling of this special trainload of cows in Baltimore. After the loading order had been given to Mr. Pledge at Claremont, the cows were loaded into the stock cars awaiting them in an incredibly short time, and within an hour or so were waiting at Pier 9, Locust Point, ready for the steamship people to receive them. The decks and hold of the "West Arrow" looked like a miniature stock yard, substantial pens having been constructed in every available place. The pictures also suggest the large quantities of hay which were taken on board as feed for the cows.

Traffic Manager Benson was unusually pleased with the service which was given him by the Baltimore and Ohio. He used a number of railroads in bringing the cattle into Chicago and said that the service of the Baltimore and Ohio was superior in all respects. He attributed this

largely to the interest which the various officials and employes connected with the shipment took in it, and spoke particularly of the help given him by Mr. Ebe, Mr. Pledge, J. W. Melone, division freight agent, Chicago, and E. L. McWilliams, chief clerk to freight traffic manager at Chicago.

When seen on the "West Arrow" while the loading of the cattle was in progress, Mr. Benson said:

"I owe much of the success of this shipment to the employes and officers of the Baltimore and Ohio. The job had to be done quickly, and I might have had these cows shipped East in smaller lots, hence more slowly and at greater expense. By directing the movements from the various places in the Northwest to the Baltimore and Ohio transfer at Indiana Harbor, we handled the whole lot of cattle in a single movement from there East.

"I have been a traffic man myself for about 15 years and I could not figure any more ideal export point than Baltimore, with the service provided by your Railroad for export at that point.

"Boston, Newport News, Norfolk were suggested, but knowing Baltimore and some of you men, I decided on your line and my whole experience has proved my decision a wise one.

"There will be another similar shipment bound for Europe shortly and you may depend on it that the Baltimore and Ohio will get the business."



BALTIMORE AND OHIO MAGAZINE

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

Hello! Hello!

You remember the old days—not the good, old days—when you took the receiver off the telephone and the operator said: "Hello!" and you said: "Hello!" and then, after these tiresome and perfectly unnecessary preliminaries, the pair of you got down to business and you told her the number you wanted?

The speed and efficiency of the telephone business in this country have relegated such procedure to the galleries of antiquity. Operators in up-to-date exchanges now greet us with "Number, please." Our own telephone operators are complying very generally with the new method of giving numbers as outlined in circulars issued by our Telegraph Department. Among those who have occasion to use the telephone on the Railroad, however, there are still a few antiquarians who persist in the use of the antiquated "Hello!"

In many ways the telephone contact which we have with our business associates on the Railroad and with our customers outside of the Railroad, is the most important contact which we have with them. When a business man uses the telephone it is but fair to assume that he wants quick and satisfactory action. He expects the person at the other end of the wire to observe up-to-date convention. On the Railroad this convention is to give the name of your department and your own name as the bell rings and you take the receiver off. He then expects a pleasant voice to answer his questions and, in fact, the same kind of service straight through the transaction that he looks for when he approaches a ticket window on the Baltimore and Ohio and pays our Railroad the compliment of becoming its customer and using its service.

An up-to-date and successful business house in Baltimore has capitalized the tremendous value of A-1 telephone service in this way: They employ as their exchange operator a young lady who has made a big reputation for herself as an efficient, courteous and attentive business woman. They have capitalized her value to their business by advertising "Call up the voice with a smile. Telephone St. Paul —."

If a concern can afford to advertise—as it can—the courtesy of its exchange operator as a great business asset, think what a tremendous asset courtesy over the telephone means to an organization like the Baltimore and Ohio Railroad, with literally thousands of telephones and tens of thousands of telephone communications daily between its employes and its customers.

When I call a number on the Railroad and a voice at the other end says "Hello," I begin to think things about him and his department, for neither one of them is following the Baltimore and Ohio way and in that

degree, at least, they are out of step with the Company's policy and practice. From such an individual I don't expect much in the way of quick and accurate information. I may get it, but chances are that if he is lax in this particular he is lax in the many other little qualities that go to make up a first-class business man.

On the other hand, when I call a number and the voice at the other end says: "Up-to-date department, On-the-Job, speaking," I am quite willing to believe him and I look forward to getting courteous information, promptly given.

The return which we can get from our service to our customers can be greatly increased by an increase in the spirit of courtesy which we exhibit over the telephone. It is an important thing, important enough for department heads to look into and try to make 100 per cent. Neither an antediluvian nor a chronic grouch can be expected to be called "the man with a smile," either over the telephone or in any other situation. And by the same reckoning neither has a place in positions on this Railroad in which he is obliged to have business dealings—personally, by telephone, or by letter—with his fellow clerks or our customers on the outside.

It has been well said that the man with the smile wins. In telephoning, it is the voice with the smile which wins.

The Antiquarian Jokesmith

The think tanks of the jokesmiths must be running dry. Comes one Frazier Hunt in *Collier's Weekly* of April 2. In his travelogue, the story of "Lightning Carter, Salesman," written in the vernacular and called "Lightning Flashes Around the World," he says:

"So here I am on this fast buzzer with one of those yellow tickets that gives you a top bureau drawer to toss around in. Speaking of sleepers, I just met with a bird all decorated up with a black lamp. Not wanting to be personal, I asked him what it was.

"'It's a birthmark,' he said back at me.

"'Too bad,' I said.

"'Yes, I got it on the B. & O. Pullman last week,' he said."

When Lightning handed that hoary pun to the author, he really didn't live up to his name. That bolt was shot decades ago and is as ancient as the vaudevillians of that day and their custom of telling all their transportation troubles to the audience, often at the expense of the Baltimore and Ohio.

To such humorists we suggest a careful perusal of "Puck" and "Judge" of that period so that they may recognize these ancient wheezes when they meet them. Better still, we cordially invite them to ride the Baltimore and Ohio of 1921 and note how utterly inappropriate it is to visit upon us their eputed imperfections of our railroad forefathers.

To see, among other things, how over \$200,000,000 has been spent during the last 12 years for improvements and additions, and for new equipment, including new track, cars and locomotives:

To note the modern steel cars of the latest and best design with which our through passenger trains are equipped; the double track line extending from New York to Chicago and the 100 pound rail, stone-ballasted, with which nearly all this track is built:

To ride behind powerful modern locomotives, equipped with speed recorders which enable our engineers to run at a uniform, safe and comfortable rate of speed:

To enjoy the smooth riding of our trains, largely brought about by the splendid handling of locomotives

by our engineers, who have really made a reputation for themselves and for the Baltimore and Ohio in the smooth starting and stopping of their trains.

To meet a body of employees unusually anxious to give the very best service and to show our passengers the fine courtesy which that implies.

As we see it, there is only one desirable thing lacking in Baltimore and Ohio service, namely, that not enough people have given it a trial and on that account are not using it regularly because of its superiority.

Such unfortunate allusions to the Baltimore and Ohio as Mr. Hunt made in his article, even though written in the spirit of fun, are certainly not conducive to getting more passengers on our lines. To this extent they are obviously unfair to our reputation and the opportunity which we have of performing a public service, and employees of the Baltimore and Ohio are justified in endeavoring to relegate them to oblivion.

A Splendid Creed For Sportsmen

The Kentucky and Indiana Railroad provides the facilities for the operation of the Baltimore and Ohio at Louisville, Ky. The magnificent record made by their baseball team during 1920 has been duplicated by their basketball team, and their reputation as able and clean sportsmen has been a matter of pride to all their officers and fellow employees.

After the scandal which developed in organized baseball last year and which so often makes professional athletics of various kinds repugnant to the ideals of the true sportsman, it is encouraging to learn that the basketball team of our friends at this point has been so successful, especially because of the fact that each member of the team adopted as his own creed at the beginning of the season the following:

"To live as gently as I can;
To be, no matter where, a man;
To take what comes of good or ill
And cling to faith and honor still;
To do my best, and let that stand
The record of my brain and hand;
And then, should failure come to me,
Still work and hope for victory."

Thanks, Mr. Editor!

In marked and pleasing contrast to a reference to the Baltimore and Ohio from a well known weekly publication, appearing on this page, is the following from the editorial columns of a recent issue of the *Chicago Evening Post*:

Once upon a time we read in the funny column of an eastern newspaper the following joke:

Puck—I want to go to Washington the *worst* way.

Jud—Then go by the B. and O.

Now a new version is written in a serious vein.

Puck—I want to go to Washington the *best* way.

Jud—Then go by the B. and O.

We know this is true because we have just proved it.

When influential newspapers in big cities, of their own volition select our railroad for a nice compliment of this sort, it means a good deal to every one of us employees.

Thanks, Mr. Editor!

Have you gotten your car of freight or your proportion of passengers for our Railroad? The business is moving and if we don't get it some other railroad will. It's a plain case of being up to us employees!



Baltimore and Ohio—Mother of Babies

I was standing in Camden Station about midnight on Saturday, May 7. Passengers for the excursion to New York, leaving at 12.30, were pouring in.

The station was not uncomfortably crowded but all the seats were occupied. It was hot and many excursionists looked tired even before starting their trip.

Especially sorry did I feel for the few women scattered through the crowd who had babies or young children. One mother was alone with three, ranging from two to five. Another was standing in line waiting for the opening of the gate. She carried two big valises, while her husband, a most attractive regular army man in uniform, held a crooning baby.

Then the miracle happened as City Passenger Agent H. E. Lohman, accompanied by a uniformed station attendant, mingled quietly with the crowd, picked out first one mother, then another, and so on, and took them to another exit where he saw them through to comfortable seats in the waiting steel coaches of the train. Seven mothers welcomed his polite inquiry, and, with babies in arms or tugging on their skirts, followed him. Their smiles bore eloquent testimony of their gratitude.

I find upon inquiry that no instructions have ever been issued covering this care of mothers and babies. Hats off to Mr. Lohman for his thoughtfulness and his big heart! And may his example be felt in every relation which our employees have with our patrons.

Perhaps Mr. Lohman remembered that it was the eve of Mother's Day and perhaps he was celebrating. I don't think so, however, for a man of such unusual thoughtfulness and discretion plays the same kindly and courteous part every day of his life. But I do know that he could have honored his own mother in no more fitting way than by his beautiful regard and service to the mothers of others.

There Is Always a Way

Those of us who have children and a real home in which to raise them can sympathize with other parents who are driven to the seeking of a habitation in apartment houses which bear the "No Children Wanted" sign. The bruises and scars on the baseboards and doors of our own homes, however, may permit us to share the viewpoint of the apartment house owner.

Now comes a veritable Lord Bountiful who announces a solution for the difficulty and, incidentally, got some splendid free newspaper advertising in so doing. To the families in his apartments who keep down repair bills during the course of a year, he offers a substantial cash bonus and, just to show that children need not necessarily interfere with the success of this plan, he takes another hazard and offers an additional bonus for every child born in his apartments.

We nominate him for life membership in the Anti-Race Suicide Club.

Women's Department

Edited by MARGARET TALBOTT STEVENS

MORNING GLORIES

*Trumpets of the dawn that waken all the sleeping flowers,
Gleaming in the sunshine of the early morning hours,
Laden with the sweetness that the wild bee takes away—
Heralds of the coming of a glorious summer day.*

*Long ago, when earth was new, there were no clocks to tell
The time of day, so fairies made the morning glory bell,
That when the first white streaks of dawn came darting o'er the sky,
The morning glory might ring out its paean from on high.*

*Though mortals cannot always hear the coming of the morn,
Nor the pealing of the bells that tell another day is born,
All nature hears, and flowers bring their brimming cups of dew
To share them with the first sunbeams that break the darkness through.*

The Business Girl's Lunch

(Continued from the October MAGAZINE)

IN October we gave a series of lunches for the business girl, also a list of the food values of some of the staple articles used in this small, but important, mid-day meal.

"But," protested one of the girls who works at Camden Station, "you give such things as hot tea and hot soup in the menus. Is there any way that we can get hot soup without bringing it from home? We don't have time to go out to restaurants to buy it."

This is the problem that we want to solve in this article. To bring hot foods from home would mean that the girl must either make or heat the soup before she leaves home in the morning. Neither of these, both of which involve considerable time, would be practical, even if the girl possessed a thermos bottle, which is an expensive proposition in itself.

Alcohol as a heat producer has been in use for many years, but its perfection is reached, for the light housekeeper, in the various "canned heat" stoves that are now on the market. There is one of these that is particularly adaptable, because of the space required for its operation and because of its inexpensiveness, to the preparation of the lunches to which we have referred. A miniature kitchen and pantry, including stove, provisions, fuel and cooking utensils for the use of five girls, may be kept in a small wooden box, such as those in which jars of paste or bottles of ink are shipped.

The outfit, excluding the provisions, may be purchased at the 10-cent stores. Here is a list of the articles needed to begin with. Only two cans of heat will be needed for one

week, but there is a saving of five cents on a purchase of three cans. It will keep indefinitely. The provisions given are for a two weeks' supply.

1 stove, 10 cents; 3 cans heat, 25 cents; 1 pie pan (to be placed under stove for protection), 10 cents; 1 sauce pan (quart size), 15 cents; 1 frying pan (small), 15 cents; 1 small earthen teapot, 35 cents; 1 tea-ball, 10 cents; 1 sharp paring knife, 25 cents; 1 small jar peanut butter, 20 cents; 1 small jar jelly, 20 cents; 1/8 pound good mixed tea, 10 cents; 1 package pimento cheese, 15 cents; 1 can sardines or tuna fish, 35 cents; 4 cans vegetable soup at 12 1/2 cents each, 50 cents; 1 pound sugar, 8 cents; 1/4 pound lard (substitute), 6 cents; pepper and salt (mixed), 5 cents.

Bread, butter and milk are purchased from day to day as required, as are also eggs and fruit.

Let each girl bring her own cup and saucer (which can be used for tea on one day and for soup on another), knife, fork and spoon.

Let us take the following menu:

Peanut butter sandwiches,
Hot tea,
Fruit salad.

Ten minutes before you are ready to eat lunch, set up the stove, placing the pie pan underneath. Take the top off the can of heat, adjust the can in its proper place by fitting its grooves to the three sides of the stove, remove the top and apply a match to the contents. Put 5 cups of water into the saucepan, place cover on and let boil. Into the tea-ball put 1 heaping teaspoon of tea, screw on the top and place inside of teapot. At the instant the water boils, remove from fire and pour into teapot. Put cover on teapot and allow this to stand for several minutes before serving. To put out light, simply slide the cover on the can.

While one girl prepares the tea, let another make the sandwiches and another the fruit salad. The last mentioned will take only the time required to peel and slice the fruit and to pour on the dressing, if this is desired. The whole lunch can be prepared in ten minutes or even less. Now we are ready to serve it. Take the pie pan from beneath the stove, lay on it a paper napkin, and we have a serving tray for the sandwiches. A lettuce leaf will camouflage the saucers into dainty fruit dishes, and "Voilà!" as the Frenchman says, "Mademoiselle is served."

There are any number of dishes that can be prepared with this outfit in a short time. All kinds of croquettes are easily made, and any girl who knows how to cook can do a good turn for some poor future husbands by teaching the other girls. Make your own book of quick recipes, as you go on; type-write these on cards and bind with a rubber band; then, when you are at a loss to know what to have for lunch, run quickly through your cards and select according to the provisions you may have on hand.

Each girl may wash her own cup and spoon, or each may have her turn, while another puts the things away. Be very particular about brushing away the crumbs and leave nothing around that will attract mice. If any foods must be kept until the next day, use glass or tin containers. Cheesecloth makes practical dish-cloths and tea-towels, for it can be washed with almost no trouble. When not in use the stove can be folded flat and placed inside the saucepan with the can of heat and the tea-ball.

Here are a few dishes that you will want to try. Each dish will serve five persons.

Corn Croquettes

Take a small can of corn and drain the juice from it. Add 1/2 teaspoon salt, a small lump of butter, 1 beaten egg, and mix with cracker crumbs. Shape into croquettes and fry. Serve hot.

Chocolate Sandwiches

Melt half a bar of sweet chocolate. For each sandwich, spread a teaspoonful between two salted crackers.

Cocoa

Put 5 cups milk into saucepan and let it come to a boil. Take 5 teaspoons sugar and 5 teaspoons cocoa and mix together, adding enough cold water to make it into a smooth paste. Stir this into boiling milk and let cook for 3 minutes.

Scrambled Eggs

Beat whites of 4 eggs until light; add yolks and beat again. Add 1/2 cup milk and 1/2 teaspoon salt. Have frying pan ready with 2 scant tablespoons butter, or butter and lard mixed. Pour in mixture and stir until done. Serve immediately.

Salmon filling for Sandwiches

Take 1 small can salmon and mix with 1 sweet pepper, chopped fine. Add 3 tablespoons mayonnaise dressing and spread on slices of bread or on crackers.

On the Train

THERE was a baby in the day coach. Just a wee bit of a fellow he was, scarcely more than a little bundle of pink in his mother's arms. Everybody knew he was there. No, he didn't cry a bit, but lay just as still as a little mouse.

Baby and mother had boarded the train at Philadelphia. The porter had brought in the suit cases and finding no other seat had led the mother to one just at the division of the coach, a seat whose back went "straight up and down," and, as everybody knew, not very comfortable.

"Here, take this seat," offered one of the passengers. "No, this," said another, "you will be closer to the window." The mother took the seat next the window.

"The light will shine in the baby's eyes," said a kind lady, "suppose you turn him around the other way."

The mother turned the baby around.

"Hey, there, look at the little tacker!" exclaimed a sailor across the aisle to his two buddies.

"Gosh, he's little, ain't he?" remarked one of them.

"How old is it?" asked the grandfatherly conductor, chuckling baby under the chin with his big, clumsy thumb as he waited patiently while mother got her ticket from the handbag.

"Just three weeks," answered mother, proudly.

"It's too warm in here for that baby, take off that blanket," advised the kind-hearted lady once more.

Mother lifted the blanket just a bit. Presently she murmured, "it's a little cooler now," and lay the blanket over baby again.

An old lady with a bag in her hand and the back of her blouse hanging out passed down the aisle. Suddenly she peeked over the back of the seat. Then she came closer and touched the pink blanket with her toil-worn fingers.

"Boy or girl?"

"Boy."

"Thought so, I can generally tell 'em. Always have long legs an' big hands."

And thus the conversation flowed on, but baby, quite unmindful and indeed quite unconcerned with all this ceremony, bowed neither to the left nor to the right in acknowledgment. He slept peacefully through it all as only he could afford to do, for he was King of the Day Coach and we were only his admiring subjects.

it, but was informed by a man in the business that it was only necessary that dry heat be applied. Our friend tried the plan by placing the filter cup over a gas flame for a few minutes, then jarring it vigorously to dislodge the dried up particles, with the result that the percolator is now as good as new.

Recipes

Raisin Cake

2 cups sugar.
1 cup butter and lard mixed.
4 eggs.
1 cup luke-warm water.
3 cups flour.
1 tablespoonful baking powder.
Pinch of salt.
1 pound raisins, dredged with flour.

Beat well together the ingredients to make the batter, adding vanilla to flavor. Mix floured raisins gradually into batter. Bake one hour in moderate oven.

(Contributed by Mrs. Landon, wife of Thomas F. Landon, retired.)

Chocolate Cake

Yolks of 2 eggs.
2 squares chocolate.
½ cup milk.

Beat the eggs and add milk and chocolate. Add ½ cup milk.

1 cup sugar.

Lump butter of the size of a walnut.

2 teaspoonfuls baking powder.

Flour enough to make a batter.

Bake in moderate oven. Cover with white frosting, made as follows:

Boil one cup sugar with ½ cup water until it forms a soft ball in cold water. Remove from fire and beat into this the white of one egg, which has been well beaten. Add vanilla flavoring.

(Contributed by Mrs. M. H. West, Helena, Montana.)

Lemon Pie

1 lemon.
1 cup hot water.
Yolks of 2 eggs.
1 cup sugar.
1 heaping tablespoon corn starch.
1 teaspoon butter.

Boil sugar, water and lemon together. Add well-beaten eggs and butter. Stir well. When cool, put into crust and bake for two minutes. For the frosting, take the white of one egg, beaten stiff. Add one tablespoon sugar. Spread on pie and set in oven to brown.

Dear Women Readers:

At this writing the "Dinner Pail Contest" is in full swing, and, although the entries are not as many as we had hoped for, yet we have had some mighty good suggestions about what ought to go into a man's lunch pail, and I hope that by June 1, all of the divisions will be represented. The results of the contest—that is, the names of the winners—will be published in the July issue of the MAGAZINE; the real results cannot be estimated. We hope that, although there are thousands of women who did not enter the actual contest, there are many among these who have entered into the spirit of it, and who have been, or may be, helped thereby.

What a blessing it is to possess a strong, healthy body! I believe that two-thirds of the bad tempers and mean dispositions in the world may be traced to improper nourishment—either underfeeding or overfeeding; certainly many diseases are traceable to this. Proper exercise and sufficient nourishment are points that should be emphasized in every home.

One of our Railroad women feeds her family scientifically. Her husband works at the Central Building in Baltimore. Each day that he goes to lunch he knows just about what to order before he gets to the table, because he knows the food values required by his system, as well as the number of calories which nearly every staple article of food contains. He has extraordinary health, and his family hardly knows what it means to have anyone ill in the house. The children are healthy, for the mother studies and plans for each meal to this end—and she succeeds. This may sound like a fairy tale, but it is not. Moreover, this mother has promised to give us an article, telling us all about how she feeds her family.

I am particularly anxious that one of the aims of the Women's Department shall be to present to our women in the offices and in the homes such information as will help to keep themselves and their families in good physical condition, for upon this depends the quality of our work and our usefulness in the world. To this end was the "Dinner Pail Contest" launched; to this end are the articles written for our Health Department.

Yours sincerely,

Margaret Talbott Stevens

Associate Editor.

Try This on Your Percolator

Unless your coffee percolator is carefully scrubbed after each time it is used, and sometimes even then, there is danger that the tiny holes in the plate at the bottom of the filter cup may become clogged. One of our Railroad men found this to be the case with the percolator used at his house. He took the filter cup down town with the expectation of purchasing a new one like

Modes for Women Who Demand Simplicity with Smartness

By Maud Hall

SIMPLE models have first place in all of the smartest collections of day-time frocks. And they figure largely in the offerings for evening. Women who demand simplicity combined with smartness are catered to as never before this season and back of their demand is their determination to select models which they themselves can reproduce.

One can pick at random any one of the dainty cottons and make a safe investment. Dotted swiss and cross-barred dimity are enjoying a revival of popular favor which must be surprising even to the manufacturers of these fabrics. Yellow is to be a smart color for summer and one could select nothing more charming than a cross-barred dimity in yellow trimmed with white organdy embroidered in yellow. A model suggested as generally becoming has a simple blouse and skirt joined under a deep girdle of self material. Into the open front is set a vest of white organdy and a trimming piece of organdy stitched on the belt giving the appearance of an extended vest effect. The top of the vest, edges of the collar, cuffs and pockets are scalloped and buttonholed with yellow cotton. At the back the girdle is tied in a sash, giving the dress a very youthful appearance.

The minute care given to every detail of trimming on the dotted swiss frocks makes them creations of distinction. The apron-like panel, introduced on some of the most exclusive importations, meets the most rigid requirements of fashion and appears on a model in dark blue swiss. The waist has an applied front, laid in plaits at the sides. Attached to the side fronts are sash ends, which are tied at the back. The sleeves are three-quarter length and are joined to the underbody in kimono fashion. The skirt, a two-piece model, is attached to the blouse, the closing being effected on the left side. The apron tunic is gathered at the front and outlining this,

as well as the applied front on the blouse, the collar and sleeves, are bias folds of royal purple satin. The finale is unexpected, of course, when one is following the first part of the description, but the result of the combination is as artistic as it is unusual.

No decoration sounds a stronger note in the latest trimmings than does fringe. It is used on dresses, blouses, capes, wraps and all of the little details that contribute to the success of seasonable apparel. As far as wraps are concerned, the deeper the fringe the better. The silk embroidered shawls which our grandmothers prized so highly in their young womanhood are being requisitioned for the development of lovely light wraps to wear over summer frocks, and the favorite method of modernizing them is by the manipulation of the deep

silk fringe borders with which they invariably are finished. The cotton gingham are used with as much success as their taffeta cousins. A design in yellow has the front of the waist and front gore of the skirt cut in one piece. A narrow belt, which extends only to either side of the front panel, is made of brown and white striped gingham, cut on the bias. This trimming reappears on the neck and sleeves. In addition to three deep tucks, a bias fold of striped gingham is stitched along the lower edge of the skirt, and this, too, is a satisfying novelty for the woman seeking the unusual in decorative schemes.

DRESS No. 9481. Sizes 34 to 44 inches bust, and 18 and 20 years.

DRESS No. 9494. Sizes 34 to 46 inches bust, and 18 and 20 years.

DRESS No. 9473. Sizes 34 to 48 inches bust.

DRESS No. 9479. Sizes 34 to 44 inches bust.

DRESS No. 9477. Sizes 34 to 46 inches bust.

A Model that Demonstrates the Continued Prominence of the Tailored Blouse

NOTHING is prettier for the development of this tailored blouse than pongee silk, though it is quite pardonable to prefer dimity. It closes in front through a box plait, has no lining and is trimmed only with accordion plaited frills of its own material. The back of the blouse extends over the shoulders in yoke effect, being joined to gathered fronts. Medium size requires $2\frac{3}{8}$ yards 36-inch material.

Two open widths of the silk, doubled,

with right sides facing (not folded) are required to cut the front and sleeve sections of the blouse. Be sure to place pattern on the pongee so that the large "O" perforations will rest on a lengthwise thread. Now, fold the remaining material and along the lengthwise fold place the "TTT" perforations of the back and the single "T" perforation of the collar. In the remaining space lay the cuff, with large "O" perforations along a lengthwise thread.

WOMEN READERS!

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

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

Name
Street
City State
Size
Send pattern number



Dress 9481

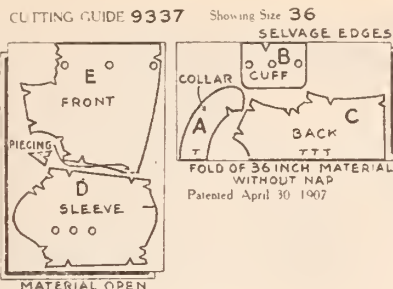
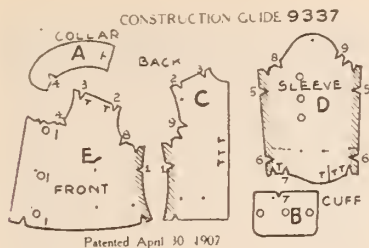
Dress 9494

Dress 9473

Dress 9479

Dress 9477

35 cents for each of the above patterns



After cutting, carefully indicate all folds and perforations. Then, take the front of the waist and gather at upper edge between "T" perforations. Close under-arm and shoulder seams as notched. Form a box-plait in right front, turning front edge under at notches. Take up a tuck on line of slot perforations. Stitch both sides of box-plait $\frac{3}{8}$ inch from folded edges, catching the free edge in with the tuck. Turn front edge of left front under $1\frac{3}{8}$ inch for a hem.

Sew collar to neck edge, with center-backs even. Bring front edge of collar to center front of blouse. Close sleeve seam as notched, then gather lower edge between "T" perforations. Bind the slashed edges. Face cuff and sew to the gathered edge of sleeve as notched. Bring small "o" perforation at top of cuff to seam in sleeve and bring edges of cuff to slash in sleeve. Roll cuff on large "O" perforations. Sew sleeve in armhole with notches and small "o" perforations even, easing in any fullness between the notches.

Pictorial Review BLOUSE No. 9337. Sizes, 34 to 48 inches bust. Price, 30 cents.

LADIES' DRESS No. 9415. Eight sizes, 34 to 48 inches bust. Width at lower edge about $1\frac{5}{8}$ yards. Size 36 requires 4 yards 36-inch material, $2\frac{1}{2}$ yards ribbon for sash,

$\frac{7}{8}$ yard 36-inch lining for underbody. Closed on left shoulder and under the left arm. Neck is perforated for oval and U-shaped outlines, also to be slashed at center-front and the edges bound. Three-quarter length flowing sleeves perforated for shorter sleeves with flare cuffs, or long plain one-piece sleeves. Front-closing underbody. Two-piece gathered skirt attached to the waist. The wide sash ties at left side. Price, 35 cents.

No. 12574. Blue or yellow transfer pattern. Price, 75 cents.

CHILD'S DRESS AND BLOOMERS No. 9253. Four sizes, 1 to 4 years. Size 2 requires $2\frac{5}{8}$ yards 36-inch material for dress and bloomers, $\frac{3}{8}$ yard 36-inch lining for underwaist. The front and back of dress tucked over the shoulders and laid in inverted plaits under the arms. The front of dress slashed each side of center-front; slashed edges bound and finished for closing. Square neck with a round collar. Long one-piece sleeves gathered to straight bands. Price, 30 cents.

RECIPES

Contributed by Mrs. Gertrude Boyer
Matron, Mt. Royal Station

Chocolate Creams

Two pounds sugar, $\frac{1}{2}$ cup butter, 1 table-spoon cream or milk, 2 teaspoons of vanilla or peppermint, $\frac{1}{4}$ pound chocolate, nuts. Cream butter and sugar, add milk, shape into balls. Dip into melted chocolate and spread on wax paper. Put nuts on while chocolate is soft.



Sea Foam

One pound brown sugar, whites of 2 eggs, $\frac{1}{2}$ cup of water, nuts. Boil sugar and water until it spins from spoon. Pour into beaten whites of eggs, stirring all the time. Add chopped nuts and beat until stiff enough to form into lumps. Drop on wax paper.

Irish Potato Pie

Four eggs, 1 pint of milk, $\frac{1}{2}$ cup of sugar, 3 boiled potatoes. Beat potatoes well, adding the beaten eggs, then milk and sugar. Flour to taste. No top crust is needed.

PURE WOOL SCARF

ANGORA FINISH

Actual Value \$5.00

\$3.49 Postpaid

Send No Money



This beautiful Angora-finished scarf of pure wool worsted is the stylish model New York's best dressed women are now wearing. Ideal for over Spring suits or on cool Summer evenings.

Two patch pockets, patent-leather, fringed ends. Seventy-eight inches long. 18 inches wide. Pockets, fringe and stripes in contrasting colors. Havana brown, turquoise blue or buff tan. State color desired. Money back if not satisfied after examination. Send no money. Just name and color desired. Pay Postman \$3.49 on arrival.

SURPLUS CLEARING HOUSE
Dept. 82, 712 Broadway New York N.Y.



I WONDER

"Good morning, Black-eyed Susan," said a sunbeam yesterday,
 "I've a hundred things to tell you, if you'll only look this way.
 They say that in the meadowland that lies just over there,
 You'll find a thousand cat-tails growing—straight up in the air!
 They say that in the marshy ground, where mud is black and deep,
 With their long tails all sticking out, the cats are fast asleep.

"They say that 'neath the big toadstools that spring up in the night,
 Sit mother toads who blink their eyes and croak there with delight;
 They tell me that real warriors with their feathers and their stripes
 Live underneath the old brown leaves and smoke the Indian pipes.
 And in the deep, dark forest where the lady's slippers grow,
 Old Bluebeard's wives, who wore them, were buried years ago.

"The tall fox-glove was made to fit the Giant-Killer's hands,
 And underneath the milkweed plant a real, live moo-cow stands.
 And do you know the thorns that grow upon the thistle there
 Are fingernails of naughty boys who pulled their sisters' hair?
 But tell me, Black-eyed Susan, if these things are really true,
 Where is the little gypsy girl who gave her eyes to you?"

The Story of the Rose

HUNDREDS and hundreds of years ago, in a strange land, there were no flowers. There were only bare rocks, hot sands, and trees that had no blossoms but only small, green leaves, so that there was very little shade. The people lived in houses built of rock, and, like the Arabs of today, they only ventured from their houses after dark, for the sun was hot and there was little rain.

In this strange country there lived a little girl named Rose. She had neither brothers nor sisters, and she seldom saw any other little boys and girls. Because of this she became very selfish and quite spoiled by her fond parents. She became dissatisfied with everybody and everything.

One night, when the stars were bright and the moon's big yellow face shone in the sky, this little girl came out of the house with her parents to sit on the sand and talk.

"Come, Rose," said her mother, "here's a nice, flat stone to sit on."

"It's too flat," pouted Rose.

"Then come and sit by me on the sand," suggested her father.

"Too low," scowled Rose. "I'm going to run over to that big rock and sit there all by myself." And away she went. Soon she was seated on the rock, gazing up at the stars.

"Why do the stars hang 'way up there?" she asked herself. "And why can't I have

a ladder that will reach up to them? They are pretty in the sky, but they ought to come down and make the earth pretty;

there is nothing beautiful in this country."

"There could be," whispered a voice at her elbow.

"What!" exclaimed Rose, "Who are you, and what did you say?"

"I am called the flower fairy," said the wonderful creature with shining eyes, "and I said that there could be many beautiful things in the world, if people like you really wanted them."

"Why, what do you mean?" asked Rose, astonished for the first time in her life, for nothing before had ever seemed to interest her.

"Just this," answered the fairy, "did you ever hear of flowers?"

"Oh, yes. Father has told me that he has seen them, but that it was in a far-off country, which I shall probably never see. But no flowers ever grow here," she added wearily.

"Have you ever looked for them?"

"Of course not; it would be useless."

"For selfish people, yes," answered the fairy, "but even selfish people may sometimes become unselfish, and then they can see beauty in everything."

"Oh, oh!" cried Rose, beginning to weep, "Do you really think that I have been selfish?"

"I know it," replied the fairy, "for only selfish people never see beauty in anything, and even a little girl may become very selfish."

"Dear fairy," begged Rose, sobbing as though her heart would break, "dear fairy, will you show me how to become unselfish? I do so want to see the beautiful things. I'll look for them ever so hard, and



Upper left: Edward James Coffay, 2 year old grandson of Edward McKnew, blacksmith helper, Mt. Clare; lower left: Henry and Ruth, children of H. A. Kurtz, chief Mail clerk, Baltimore and Ohio Building; upper right: J. Ernest, son of J. C. Buckeimer, clerk, Relief Department, Baltimore; lower right: Clara McClure, Pittsburgh, Pa., whose letter is mentioned on this page; center: Hoyt, Lida, Hazel and "Jake", the four studious children of "Nick" Thinnies, car foreman, East Side, Philadelphia.



Don Kight, whose daddy is ticket agent and Magazine correspondent at Keyser, W. Va.

I'll do anything for you, if you'll only tell me."

"You're beginning to be unselfish already," said the fairy, gently stroking Rose's curls. "Come, dry your tears, and I'll show you something pretty." Rose stopped crying.

"What is it?" she asked eagerly.

"Look at that rock," said the fairy, pointing to the one on which Rose had been sitting. "What do you see?"

"Just a rock," began Rose. "Oh, no! I see lots and lots of lovely colors, sparkling crystals, and oh! oh! I never saw a rock like it!"

"And yet, you've looked at it many a time, and you've been sitting on it tonight," said the fairy. "Moreover you'll find that all of the other rocks around here look just like it. Now, look again."

Rose looked, and growing right beside the rock was something on a long stem with beautiful green leaves.

"Oh, this is beautiful," she said, as she leaned right over and kissed it. As she did this, a lovely bud opened and shone like gold in the yellow moonlight. "What is it? What is it?" she asked.

"That," answered the fairy, "is a flower. Now, look for the third time."

Then Rose saw that there were flowers growing everywhere. The fairy plucked the largest and prettiest one that she could find.

"Here is one," said she, "that is the most beautiful of all. It shall be called Rose, in honor of a little girl whom I know. And wherever you go the rose shall blossom, and roses shall fill the air with their beauty and fragrance. But, since there must be something to remind you that once you were selfish, there shall be thorns on the stem,

and you will feel them when you pluck the flower."

Then the fairy disappeared, but Rose never forgot the lesson. And ever since then, flowers have filled the gardens, grasses have covered the ground, and trees have blossomed and borne such leaves that we now have millions of beautiful shade trees. But, best of all, we have the beautiful and fragrant roses, each one with a thorn to remind us not to be selfish.

Dear Girls and Boys:

We have so much news to tell this time we could almost run an "Among Ourselves" department just for little folks. And your old Aunt Mary has been so busy answering little folks' letters and arranging the Children's Page that she hasn't had time to sneeze. See what interesting things our little folks have to say this month! And how do you like our flower page?

For August we're going to have a pet page. Let me have pictures (photographs, if possible) of your pet cat, dog, rabbit, guinea-pig, chickens or whatever kind of pets you may have; also short stories and poems about them. Don't forget to give their names, for if you don't, how am I going to tell Gale Schachte's banties from James Sampsel's Belgian hare? By the way, James has three new bunnies—but read all about it in "Little Letters from Little People."

Send your letters, pictures, stories and poems for the pet page by July 15. Address: "Aunt Mary," BALTIMORE AND OHIO MAGAZINE, Mt. Royal Station, Baltimore, Md.

Lovingly,

Aunt Mary

Little Letters From Little People

Keyser, W. Va.

Here is a picture of little Don Kight, who is getting 'most as big as his daddy, the ticket agent at Keyser. Don is going to write us a letter some day.

Brunswick, Md.

Juanita Rarnhart wants to know what to name her baby brother. Why not write out a list, Juanita, and let the baby read it, then choose his own name? Aunt Mary looked for Juanita at the Brunswick picnic, but couldn't find her. Where were you, Juanita?

Chillicothe, Ohio.

Her first name is Nancy, her second is Blanche and her last name is Trainor; she lives at Chillicothe and she likes to read the Children's Page. Nancy Blanche says: "My father's name is James Harvey Trainor; he is car inspector. My mother's name is Arminta Brock Trainor and my brother's name is Frank Brock Trainor. He isn't my mother's brother, but they named him Brock in the middle. I haven't any sisters, but I have much fun without any."

Dorsey, Md.

There! I nearly forgot Edna Remsnider! Edna wrote a poem for our school page, and some day she's going to write us some more. Edna knows Harold Dunkerly, Ida Smith, James King, Louise Perry, and all the little folks at Dorsey. She is the little girl who used to say "gunner" for "going to." Because she likes to argue, one of her teachers used to call her "the lawyer." Perhaps she'll be one some day.

Dover, Ohio.

Kathryn and Mildred Hadden live at Dover. Mildred is only six years old, but she wrote a nice letter. She says "I have some white violets. We are going to have a little play in our yard. My birthday is in November."

Kathryn has a new Eversharp pencil, and I am sure she used it when she wrote this little story:

THE ROSE

Dear little Roses, you are so red and bright. Your heart is deep. I love you best of all.



Decoration by Robert L. Heiser, third trick dispatcher, Camden Station

Fairmont, W. Va.

Gladys Shaw wrote again to tell us about Rosic, the little heroine who lost her arms. The Salvation Army is now caring for Rosic. Gladys is going to draw us some pictures.

Marysville, Ind.

Here comes Dorothy Cassady, with a drawing of a wild rose, and a splendid story. The story got in a little too late for this number, but I know you will laugh



Drawn by Dorothy Cassady, Marysville, Ind.

when you do read it. Dorothy is the first little girl from Indiana to write Aunt Mary. Let's have some others. She, too, liked Dorothea Taxis' poem.

Pittsburgh, Pa.

Clara McClure sent us her picture, taken when she was four years old. She is eight years now. She liked the Robin Song in the April number. She liked Dorothea

Taxis' poem about "The Birdie," and she wants Dorothea to write some more poems. Clara's papa is a baggageman.

Staten Island, N. Y.

Marguerite McDonald, who drew the pretty picture for the May page, drew us a picture of a flowery path. We have so many pictures this time that I am not sure if we can get this in or not, but if we don't we'll let you see it some other time. We hope Marguerite will send us her own photograph soon, for we all want to see the little girl who drew the picture of the Dutch children.

Washington, D. C.

James Sampsel has a bran new baby sister and three bran new baby bunnies. He also drew a picture of a steam engine, which we must show you as soon as we can. James' baby sister's name is Ann Harrison. Isn't that a pretty name? We're going to have their pictures, too.

Weston, W. Va.

Mildred Toms' father is an engineer, who has worked on the Railroad for 16 years without a serious accident. Mildred is 12 years old and in the seventh grade. She takes music lessons. She has a brother nine years old who is in the fourth grade. She likes to read the Children's Page.

Flowers

By Ruth Kenneally

The flowers are all so bright and gay,
For this is Spring, Hooray! Hooray!
When our Mother Nature laughs around,
And gladsome breathes from the blossom-
ing ground.

Mother Michel and Her Cat

Little Stories About Books That Children Like

MANY of our little boys and girls have read the charming story of Mother Michel and her famous cat, Moumouth, but I am sure that there are still a great many who have not. It is a tale written for French children by M. Bedolliere, and translated into English for our own boys and girls.

A poor "alley cat" has a tin saucepan tied to his tail and is threatened by the dogs and by sticks and stones thrown by mischievous boys. He is rescued by a rich old countess, who takes him to her home, where he is cared for by a maid, Mother Michel, and where he is given the distinguished name of Moumouth.

But Father Lustucru, a jealous-minded old steward, does not wish Mother Michel to receive the reward which the countess has promised her for taking care of Moumouth during her absence. He contrives many sly methods of getting rid of the cat. But every time that he thinks that he has killed the cat, Moumouth returns, just as if nothing had ever happened. Poor Mother Michel becomes so worried and faints whenever she loses him. Finally,

the countess returns, and after she learns the real truth about the cat's mysterious disappearances, discharges the sly old steward, who runs off and takes passage on a ship. The boat is shipwrecked on a cannibal island. The cannibals cook Lustucru for supper.

Moumouth lives happily ever after, and when he dies, a monument is erected to his memory.

Every year in France, when the people celebrate the festival of the Mardi Gras (Shrove Tuesday), there are surely to be some among the maskers who dress as Mother Michel and Father Lustucru, who go about the streets of Paris calling for their cats. Some day you may go to Paris and see them for yourselves.

The story of Mother Michel and her cat may be had from the Baltimore and Ohio Employees' Free Circulating Library at Baltimore. If you do not know how you may borrow books from the library, write to Mrs. E. P. Irving, librarian, Mt. Royal Station, Baltimore, and she will be glad to tell you all about it.

Employees in Fairmont Help "Billy" Sunday Campaign in Cincinnati

ON APRIL 3 about 75 Baltimore and Ohio men and their families from Fairmont were given special seats of honor on the platform in the "Billy" Sunday Tabernacle in Cincinnati where a revival was being held. Accompanying the railroaders was a telegram from General Superintendent J. M. Scott, which was read from the platform and created a great deal of amusement and applause. We would like to quote the telegram here but, without the permission of a certain yardmaster, believe it best to refer readers to him for it.

Our railroaders made quite a hit at the meeting and were cordially welcomed by "Billy" Sunday and Homer Rodeheaver. Prominent among the Baltimore and Ohio delegation were Captain R. F. Pell, A. L. Hefferman, and "Fred" Brumage.

In sending an account of this meeting to the MAGAZINE, Mr. Hefferman added:

"It is no wonder the traveling public says the Baltimore and Ohio Railroad Company is the best in the United States. I was standing on the platform in Fairmont a few days ago when a Mr. Haller, who has used a good many railroads, approached me and said: 'Well, the Baltimore and Ohio has them all beat, the best railroaders and the best management in the country.'"

Brakeman Meyers Completely Filled His Position

WE ARE glad to pass on to our readers the following enviable commendation of Brakeman J. H. Meyers of the Pittsburgh Division:

HOTEL BELMONT

NEW YORK, N. Y., February 15, 1921.

General Superintendent,
Baltimore and Ohio Railroad Company,
Pittsburgh, Pa.

Dear Sir—On Saturday evening, February 12, I was on your train No. 10 from Pittsburgh to New York. I tried in vain twice to reach the rear coach in an effort to inform my mother, who was a passenger on the day coach between Pittsburgh and McKeesport, that I had reached the station and had boarded the train safely. I then asked the brakeman how I could get to the rear coach before we reached McKeesport. Upon hearing that I wished to reach my mother, the brakeman, whose name I learned later was J. H. Meyers, without further delay escorted me through the sleeping cars, until finally we reached the other end of the train and my mother.

The reason the kindness and courtesy I received from Mr. Meyers was especially appreciated was because I had been out of the hospital only four hours, after having been a patient for 12 weeks.

Although I have traveled extensively, I do not recall having met with any person who so completely filled his position as Mr. Meyers.

Very sincerely yours,
(Signed) Mrs. H. J. Lyons.



Safety Roll of Honor

Baltimore Terminal Division

BALTIMORE, MD., April 20, 1921.

MR. G. E. LANE,
Operator,
Waverly Tower.

Dear Sir—I have report that about 12.35 p. m., April 14, you discovered and extinguished fire on Bridge 9, Belt Line.

I desire to express to you both the appreciation of the management and myself for the prompt action taken by you in this case.

Very truly yours,
(Signed) C. M. SHRIVER,
Assistant Superintendent.

Baltimore Division

On March 20, extra west, engine 4508, was stopped at west end of siding at Dickerson account of hopper car with bottom down. This had been observed by Operator H. C. Meems while the train was passing over the switches at that point.

On April 20, as an extra east passed Lorely Curve, Trackman E. Corbin, Jr., noticed something wrong on one of the cars in the train and signalled the train crew to stop. The crew examined the cars and found a broken bolster under Baltimore and Ohio 78444, which was set out of train at Bradshaw. Car was unsafe for further travel. Mr. Corbin's observance of its condition, no doubt, saved a derailment.

On April 28, as No. 92, engine 4525, was passing Aberdeen, Operator T. E. Christine noticed smoke coming from under cars and signalled the conductor, who went over train and located Baltimore and Ohio 20588 with truck with broken arch. Later, in trying to back car off, it derailed. Operator Christine's timely discovery averted what probably would have been a more serious derailment.

Cumberland Division

The following irregularities were noted by operators during April and prompt action taken by them for correction:

NATURE OF OBSERVANCE	CASES
Brake rigging down.....	3
Wheels sliding.....	3
Bulged cars.....	3
Hopper bottoms down.....	1
Broken rails.....	1
Hot car boxes.....	1
Shifted loads.....	1
Unsafe conditions.....	1
Car doors dangling.....	1
Total.....	15

Charleston Division

Agent J. D. Kennedy of Clendennin has been commended by the superintendent for his interest in freight claim prevention.

Conductor Foy has been commended for his interest on several occasions. The most recent one is for packing a hot box and

taking a car of naphtha to its destination instead of setting car off on line and thereby causing delay and expense. An additional commendation has been received for Conductor Foy for repacking hot box on a load of coal at Porters.

Mr. Weaver Shiflett, Coalton, W. Va., recently found a broken rail in track on Coalton Branch. He immediately notified the agent and had repairs made. The superintendent has written him an appropriate letter of thanks.

The superintendent has written Passenger Brakeman A. M. Carpenter an appropriate letter of commendation for his interest in getting passenger trains over the road. We are glad to note Mr. Carpenter has been commended on several occasions of late for meritorious acts.

The following engineers have been commended in connection with making a record of over 100 per cent. in fuel performance in March: W. T. Spencer, R. E. Murphy, C. E. Stalnaker, W. B. Amos, J. C. Jordan, A. F. Vorholt.

New Castle Division

On the night of May 7, Engineer S. O. Lewis, on first 94, observed that the crossing plank had been torn out on No. 1 track at the west end of Greenwich siding. He filed a message to this effect at "KN" Tower and extra west 285 was stopped.

Investigation developed that this crossing plank was out of place, and that there was a broken brake beam lodged there. This the crew removed, and put the crossing in shape for movement over it. Extra 4020 west, the last train to pass, was examined at Willard and it was found that two brake beams were gone.

Newark Division

Conductor F. W. Deardoff, Newark Yard, discovered 14 inches of flange broken out of wheel on a car about to be placed on unloading trestle of the Ohio Power Company, Newark, Ohio. Derailment of the car on this trestle might have resulted in a serious accident.

Cleveland Division

CLEVELAND, OHIO, April 18, 1921.

MR. "DAN" CONNELL,
Section Foreman,
Grafton, Ohio.

Dear Sir—I have just received information that on April 11, 1921, about 4.30 p. m., you discovered 12 spikes on the rail west of road crossing at Miller's Quarry, in such a position as to almost insure the derailment of passenger train No. 65, and that you immediately removed the spikes and notified supervisor at Elyria, who has taken steps to ascertain the party guilty of this act.

From the above information, it is evident that you are observing condition of tracks, whether on your section or some other part of the road. This is greatly appreciated by me and I want to commend you in this particular case and assure you that information of this kind is very gratifying to me.

Very truly yours,
(Signed) H. B. GREEN, 1
Superintendent.

Indiana Division

On April 10, when extra 2653 west was passing Vincennes Street, New Albany, John McGrath, crossing flagman, discovered brake beam down under Baltimore and Ohio 93059, loaded with wheat. He immediately communicated with Engineer C. B. Lewis. Train was stopped, and while crew was repairing brake beam, Engineer Lewis discovered arch bar broken on opposite side of car.

Had the defective car not been detected by Mr. McGrath, a serious accident might have occurred while car was passing over K. & I. Bridge, or through the interlocking plant at Louisville.

On April 2, Conductor T. E. Ross, in charge of train No. 84 at Loogootee, noticed car of bridge iron moving in extra west 2915, which in his opinion did not clear overhead bridge at Montgomery. Information was communicated to crew through dispatcher's office and train was stopped at Cannelburg, where it was found that N. Y. C. 347653 bridge iron was in bad order, and that it was necessary to set car out at that point for attention.

One stake had been lost from this car and another broken, permitting load to lean to such an extent that proper clearance was not given. The close attention of Conductor Ross probably averted an accident.

On May 1, while train No. 29 was passing over Monon crossing at Mitchell, brake beam came down on express car 1796, en route Kansas City.

This was discovered by Night Yard Clerk W. J. Marshall, who was handling the target gate and standing at the crossing. He immediately notified conductor, who stopped train and took brake beam off.

This train had been inspected while standing at Mitchell and nothing was noticed at that time.

On April 30, when second 90 was passing over crossing at North Vernon, Crossing Watchman Parley Dixon noticed brake beam down on U. P. 40089, and notified conductor after the caboose passed him.

About this time Switchman A. Ormsby, who had also discovered this condition, called the attention of conductor to brake beam being down. The train was stopped and brake beam removed without further damage.

"Helped Him Own a Home"

MAUMEE, OHIO, March 12, 1921

MR. W. J. DUDLEY, Superintendent,
Relief Department,
Baltimore, Md.

Dear Sir—I received the letter of March 8 containing mortgage, abstract and various other papers, all O. K., and want to thank the Baltimore and Ohio Relief Department for the money loaned in helping us own a home.

Very respectfully,
(Signed) EDWARD E. HARTER.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
J. H. COULBOURN.....	Passenger Baggage men.....	Philadelphia, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

Motive Power Department

L. A. CATHER.....	Machinist.....	Fairmont, W. Va.
W. D. LENDERKING.....	Plumber.....	Baltimore, Md.
D. J. REID.....	Machinist.....	East Chicago, Ind.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio

Maintenance of Way Department

IRA E. BAKER.....	Section Foreman.....	Kanawha Station, W. Va.
J. J. PRICE.....	Account Clerk.....	Newark, Ohio.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

Statement of Pension Feature

Employees who were honorably retired during the month of April, 1921, and to whom pensions were granted.

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Bowman, Richard.....	Engineer.....	Conducting Transportation...	Newark.....	51
Calloway, George W.....	Brakeman.....	Conducting Transportation...	Philadelphia.....	25
Cobaugh, Robert J.....	Engineer.....	Conducting Transportation...	Pittsburgh.....	34
Coyne, John.....	Engineer.....	Conducting Transportation...	Ohio River.....	47
Fields, William.....	Fireman.....	Conducting Transportation...	Ohio Division.....	16
Gillespie, Hanson W.....	Janitor.....	Test Bureau.....	Baltimore.....	31
Godman, James T.....	Machinist.....	Motive Power.....	Baltimore.....	52
Huffman, Robert F.....	Pattern Maker.....	Motive Power.....	Newark.....	41
Lapham, Glenn C.....	Tr. Baggage master.....	Conducting Transportation...	Chicago.....	40
Leimbach, Gebhard.....	Immigrant Agent.....	Passenger.....	All.....	52
McCarron, James.....	Laborer.....	Motive Power.....	Baltimore.....	49
McKenzie, Wilbur.....	Machinist.....	Motive Power.....	Baltimore.....	48
Mullin, James A.....	Machinist Helper.....	Motive Power.....	Newark.....	33
Pilson, William H.....	Timekeeper.....	Accounting.....	Baltimore.....	44
Redman, Mahlon L.....	Carpenter.....	Motive Power.....	Newark.....	35
Riley, David B.....	Conductor.....	Conducting Transportation...	Indiana.....	36
Ruby, Joseph E.....	Conductor.....	Conducting Transportation...	Baltimore.....	41
Sears, George W.....	Cabinet Maker.....	Motive Power.....	Illinois.....	17
Singleton, Robert.....	Foreman.....	Maintenance of Way.....	Cleveland.....	36
Snarr, John W.....	Conductor.....	Conducting Transportation...	Cumberland.....	33
Thompson, Martin.....	Captain.....	Lighterage.....	New York Term.....	32
Tracy, John W.....	Machinist.....	Motive Power.....	Cumberland.....	32
Van Maele, August.....	Machine Operator.....	Motive Power.....	Pittsburgh.....	29
Weakley, John F.....	Foreman.....	Maintenance of Way.....	Newark.....	33
Woolson, John B.....	Conductor.....	Conducting Transportation...	Newark.....	46

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

During the calendar year 1920, \$342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to April 30, 1921, amount to \$4,379,203.70.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Clark, John.....	Crossing Watchman.....	Conducting Transportation.	Indiana.....	April 21, 1921.....	45
Cyphers, James.....	Watchman.....	Conducting Transportation.	Pittsburgh.....	April 15, 1921.....	29
Harrison, Richard H.....	Carpenter.....	Motive Power.....	Newark.....	April 23, 1921.....	25
Kenny, Thomas.....	Crossing Watchman.....	Conducting Transportation.	Toledo.....	March 18, 1921.....	50
Liebel, Adam.....	Crossing Watchman.....	Maintenance of Way.....	Toledo.....	April 3, 1921.....	51
Nugent, Daniel.....	Machinist Helper.....	Motive Power.....	Baltimore.....	April 16, 1921.....	44
Smith, Walter.....	Machinist.....	Motive Power.....	Baltimore.....	April 5, 1921.....	41
Toney, John F.....	Sweeper.....	Motive Power.....	Chicago.....	April 19, 1921.....	34
Turk, James L.....	Crossing Watchman.....	Conducting Transportation.	Illinois.....	April 1, 1921.....	22



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Office of Assistant Comptroller Deverell
Correspondent, JOHN A. RUPP

J. J. Ekin, our comptroller, has recently been elected vice-president of the Railway Accounting Officers' Association.

Regarding the interesting baseball season now with us, the *Victorian* has this to say in its editorial in the May, 1921, issue:

"The man not appreciating a good game of baseball is really to be pitied, and should be carefully led away to some quiet nook, given the latest edition of *The Ladies' Home Journal*, or the speeches of W. J. B. and a folding fan and so left in peace."

Supposed to be Funny

"You tell 'em pie-face, you got the crust."
"You tell 'em Railroad, you got the speed."

"You say it goldfish, you've been all around the globe."—*Exchange*.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

Miss Ruth L. North, Machine Room, was married to Mr. Henry C. Oliver, April 13, by the Rev. William Toolan, at St. Edward's Church.

Miss Caroline V. Miles, Interline Settlement, to Mr. Louis H. Freiling, April 20, by the Rev. W. W. Costin, formerly of the Eutaw Street M. E. Church and Solomon's Island, at the home of the bride, Park

Heights Avenue. They will reside in Germantown, Philadelphia.

Miss Mary A. Mullinix, Statistical Bureau, to Mr. William Wilson, April 20, by the Rev. Edgar Cordell Powers of Harlem Park M. E. Church, at the parsonage.

Miss Ethel J. McKewen, Machine Room, to Mr. Walter J. Steinkamp, April 27, by the Rev. B. J. Lennon at St. Joseph's Church. Best wishes!

Great joy in the Drechsler and Barley families—new arrivals. Congratulations!

We mourn the loss of our furloughed fellow employe, James LeRoy Massicot, who died Friday, April 22, at his home in Westminster, Md., of a complication contracted during the influenza epidemic several years ago. Despite his many efforts to return to work and keep up with his task, he was compelled from time to time to take another furlough. Services were conducted at his home and at St. John's Church, by the Rev. Swift and Rev. McGuigan, on Monday, April 25. Pallbearers were brother members of the Knights of Columbus, of which organization he was a member. Interment in St. John's Cemetery. He is survived by his wife, who is a daughter of former Sheriff Kemper of Carroll County, and a daughter. The family has our deep sympathy.

Printing Department

Correspondent, M. J. CONROY, Proofreader
Bravo, John

A young and unobtrusive colored man by the name of John W. Langford was until recently employed here as porter. No one had any idea that he was possessed of high ideals and aspirations until he tendered his resignation recently. Then it came to light that he had been a student in a Methodist seminary, but through lack of funds, had been forced to seek employment and to study as best he could in his spare moments. He took the examinations before his ministerial board, passed with great credit, and has now been assigned to a charge. His manner and his language impressed everyone with the fact that he was far above the ordinary. He is to be heartily commended for his determination and perseverance. We extend our congratulations and best wishes for a successful career in the ministry.

What Would You Have Done?

I was standing at a transfer corner in front of a drug store on one Saturday afternoon recently, patiently awaiting a car to carry me out to the ball park, when a little miss of not more than five years came along pushing a baby carriage and said, "Please,



Erma L., daughter of Elmer Wright, clerk, Relief Department

Mister, watch my baby carriage 'till I come out." Then she pushed back the top and carefully took out her little baby doll and went into the drug store. My first inclination was not to bother about the carriage at all, but to go about my business, but on second thought, I said I wouldn't destroy her confidence in mankind at such a tender age and I decided to stand guard until her ladyship put in her appearance. Two cars went by before she came out. But her sweet "Thank you, sir!" and the smile on her lovely little face made me feel amply repaid for my trouble.

Safety First—Always

✓ The other morning I saw an auto coal cart coming up Pratt Street. The driver tried to turn into Poppleton Street without slowing up. The asphalt was wet from the early morning rain, and as a result, the car spun around like a top. In fact, the driver had to get out to find his bearings. Had there been another machine coming in either direction at the time, there would have been a serious smash-up, and all that Old Man Durney would have had to do would be to shovel the pieces right into his old junk shop.



J. E. Waugh

Office of General Storekeeper, who celebrated his 30th Anniversary with the railroad on May 15, 1921



John Limpert

Magazine correspondent and Secretary Eowling League in Office of Auditor Coal and Coke Receipts, holding the loving cup presented to the winning team



Santoro's Review of Staten Island Events

Mental Arithmetic

The other day, Norman Keller and I were busily engaged in eating our lunch at the little "bird store" when our attention was attracted to a man who was having trouble with the figure punched on his meal check. He explained to the proprietor that he had ordered a bowl of chicken soup and the waitress had punched the "15" on the check, and that later he had ordered a piece of strawberry pie and she had punched the "30"—indicating, of course, that his total was 30 cents. But Ezra said he couldn't understand why he should pay 15 cents for the soup and 30 cents for the pie. "Ah!" said the proprietor with his sweetest smile, as it dawned upon him that the circus was in town and that Ezra had determined that he would not allow any "city feller" to put anything over on him, "Calm, yourself, dear sir, you do not have to pay for both numbers punched—the highest one is the total of your bill."

"Well, I'll be darn!" said Ezra, "purty slick. You just add up an' then subtract."

Our sympathy to Willyum

Here's to the memory of "Tubby A.", Who ran a race one day in May, The track was fast, but "Tubby" was slow-- Now I'm all dressed up, but I have no dough!

Pier 22 N. R., New York

Correspondent, FRANK A. J. MANTHEY

At the Hudson County Field on Saturday, May 7, the Baltimore and Ohio baseball team of the Traffic Department, Produce Exchange, defeated the "Black Diamonds" of the Lehigh Valley Grain Department, Produce Exchange, by the score of 9 to 5. The feature of this opening game was the superb pitching of Burke, of the Baltimore and Ohio, who allowed the "Black Diamonds" but four hits. We have open dates in June and July for games. Address J. Pagli, Baltimore and Ohio Railroad Company, Produce Exchange, N. Y. C.

Following is our line-up: Marshall, ss; Pagli, lf; Wigert, 3b; Garvin, 1b; Mills, 2b; Roberts, rf; Walls, cf; Nolan, c; Burke, p.

Staten Island Lines

Correspondent, G. F. GOOLIC

There is rumor around Clifton Shops that Foreman Conniry and Gallagher are going into the marine shipping business. It is understood that Foreman Conniry has already taken an option on a boat.

Heard in the Division Storekeeper's office each morning: "Good morning, Lady."

Vincent Kennedy, chief clerk to master mechanic, is receiving congratulations from

his many friends on the arrival of a baby girl.

Well, we have another marriage to announce. Miss Mae McBreen, whose engagement we announced some time ago, is now wearing a plain gold band, and is known as Mrs. Frank Lynch. Her many friends join in wishing her happiness.

Locust Point

Correspondent, JOHN E. GREEN

Locust Point has the distinction of having forwarded on April 26, steamship "Artemus," Baltimore Steamship Company, for Glasgow, Scotland, 66 cars live stock, approximately 2000 head. This is the largest consignment ever leaving this port on any one vessel. From Saturday morning, April 30, to Sunday morning, May 1, we loaded on five steamers, 104 cars live stock, destined to European ports.

This operation was performed, without any delay to the steamships, under the direct supervision of Agent J. M. White and Assistant Agent J. J. Geigan, assisted by General Foreman Robert Barkley and Messrs. Johnson, Steen, Wright and Born.

When you have some work to do,
Do it.

Do not fool and waste your time
Or some one else will "get your line,"
And things not turning out so fine,
You'd rue it.

Enter contests with a will,
And "show 'em"
That you're fit to win the race;
Win you will if you "break a trace";
Meet troubles with a smiling face
And "trun 'em."

So when you have work to do,
Do it.

Don't let critics "get your goat";
What they think counts not a goat;
Up your sleeves, take off your coat—
And you've done it.

J. R. G.

We are in receipt of letter from William S. Wood, our former night tallyman, Locust Point, whose furlough on account of depression has proved a blessing in disguise. He writes us that he has obtained a position in the National Exchange Bank of Baltimore as keeper of the safe deposit vaults, with pleasant pay, hours and surroundings. He thanks the officials at Locust Point for courteous treatment he received while employed there.

Mr. Wood has our best wishes for continued success in his new enterprise.

Our friend Dudley is always a welcome patron to the conductors on the Hamilton



Allen Bebe
Storeroom Clerk, Staten Island Lines



Frank Stafford

cars. He is no "Tin Horn Sport" as he has a playful habit of handing the conductor \$1.00 to pay his fare and telling him to keep the change. Some tipster, eh? I beg his pardon, that was a "lapsus linguae;" I intended to say some tipper.

Our heartfelt sympathy is extended to our friend and brother clerk, A. M. Miles, in the recent loss he has sustained in the death of his most estimable wife.

May "He who doeth all things well" help him bear up under this sad affliction.

The accompanying picture is a good reproduction of Frank Stafford, a faithful and loyal employe of the Railroad, who is now acting as bargeman at Locust Point, and as location clerk at Canton and Curtis Bay terminals.

Mr. Stafford is another veteran who has answered "the call to the colors" as issued by President Willard and Vice-President Fries; he succeeded in obtaining for shipment via the Baltimore and Ohio during week ending April 30, 26 cars destined to competitive points.

Mr. Stafford entered the employ of the Railroad in December, 1886, and by his urbane manner, cheerful disposition and loyalty to his employers, has gained many friends, not only with his associates but also with the shipping public.

May this action of Mr. Stafford serve as an incentive not only to the Veterans, but to all other employes to try to pass him if possible in getting business for the Road.

Mr. Stafford informs me he has not finished soliciting—he has merely started. So "watch his smoke." Locust Point feels honored in having him as a representative in this drive.

Go Get 'Em.

The shades of night were falling fast
As up the City Street there passed
A man, who muttered as he ran,
First in one store, then out again—

Go Get 'Em.

He'd worked from dawn till dewy eve
With energy—none would believe,
To get the freight, and have it go
With Safe dispatch, by the B. & O.—

Who Got 'Em.

The B. & O. Vets were on the job;
The fight they made, and the miles they trod
Were many, and they've set the pace,
And welcome others, in the race—

They'll Get 'Em.

So now, together, let's work with a will
And copper the cars, and so fill the till.
As loyal employes, we'll settle this race,
And list B. & O. right in the first place—

We'll Get 'Em.
—DLUGG

Introducing F. W. Melis, a Baltimore and Ohio Veteran, one of the shock troops of the Railroad, who are ever ready in an emergency; a seasoned veteran who has

weathered many a storm at Locust Point and is still on the firing line, able to match any one (half his age) either in efficiency or dispatch. Of German parentage he is known among his friends as "Kaiser Bill."

Mr. Melis entered the employ at Locust Point as a freight handler in 1878, and by his assiduous attention to business and careful consideration of the Company's interests, has risen to the position of chief clerk in charge of Export.

His loyalty to the Company as well as to his adopted country are unquestioned; his pleasant and engaging manner has endeared him to his many friends in the office, and to the public generally.

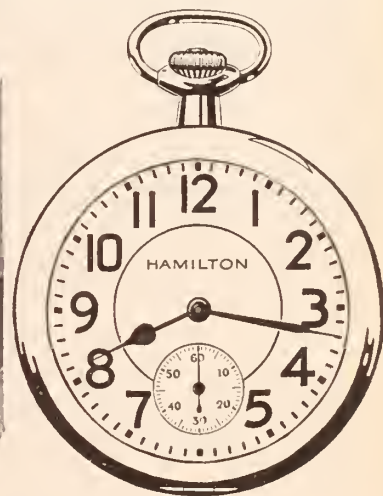
Hold on tight, or you'll get dizzy
If you try to follow "Izzy,"
The snappy man who keeps our car record.
With his cheerful smiling face,
And entering every car in place,
He keeps a record with which no one e'er gets bored.

He is kind and condescending,
With an energy unending
As he writes his book as others seldom can;
That I seem to have a notion,
When time comes for promotion,
'Tis well to keep an eye on Silverman.

—J. R. G.

Hamilton Watch

"The Railroad Timekeeper of America"



Are You Being Handicapped with an Inaccurate Watch?

Keep to your schedules by a watch whose accuracy is proved by the thousands of railroad men who have tested it. Hamilton Watches are the timekeepers most popular with American railroad men. Their experience points the way for you.

Conductor Dan Mandaville, shown here, has been in Erie service 45 years. His run is between Jersey City and Binghamton—out on No. 5, back on No. 6. He has been carrying for 14 years that Hamilton he holds in his hand.

When you buy, look first at the Hamilton models which are the favorites with railroad men, particularly No. 992 (16 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada, \$25) and up. Send for "The Timekeeper"—an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated, and prices given.

HAMILTON WATCH CO., Lancaster, Pa.





How they looked in 1905. Supervising, clerical and inspection forces at Locust Point

Left to right, front row: Charles Lang, Elmer Donovan, "Will" Gover, George Marshall, "Pete" Blinke, "Father" Coughlin. Middle row: "Jack" McIntire, "Bill" Leukel, "Pop" Adams, "Jack" Stevens, P. H. Barnes, general foreman; "Fred" Sommers, car foreman; "Bill" Thomas, "Gus" Hartman, "Jack" Williams. Back row: "Lige" Burton, John Stump, "Jimmy" McCann; G. T. MacMillen, chief clerk; "Jack" Jones, "Bob" Jones, "Chris" Sandler.

The Locust Point employes extend their sympathy to Agent J. M. White in the death of his father at McLeansboro, Ill., on May 5. Not having had the pleasure of being acquainted with Mr. White, Senior, we are in no position to present an extended eulogy; yet, from our intimate connection with our agent as a man, we feel confident that the deceased was a "worthy sire of a worthy son."

Washington, D. C., Freight Station Correspondent, W. L. WHITING, Chief Clerk

The Grim Reaper has saddened the homes of some of those connected with this station during the past month.

On April 9, Carroll Hobart Mills, age 23 years, brother of Patrolman William H. Mills, died at Providence Hospital in this city, of pneumonia, after a short illness of about one week. He entered the service as brakeman in January, 1916, and remained for about two years. Since then he had been employed by the Richmond, Fredericksburg and Potomac Railroad at Potomac Yards. The funeral was held on April 12, and was conducted by the Brotherhood of Local Trainmen No. 484, of which he was

a member. Interment was in Glenwood Cemetery. The accompanying photograph shows what a bright young man death has taken away from the community.

On April 16 Mrs. Mary E. Newcomer, mother of our telephone operator, Miss Mattie M. Newcomer, passed away at the home of her daughter, Mrs. E. F. Bunnir, at Kensington, Md. Mrs. Newcomer has been an invalid for about six years, but finally succumbed to the dread pneumonia. The funeral took place at Milford, Bath County, Va. The deceased was 74 years of age, and was highly respected by all who knew her.

Our deep sympathies are extended to the sorrowing relatives and friends of both of the above in their hour of bitter affliction.

Our sick list is still small, for which we are truly grateful. M. F. Kelly, our sealer, met with an accident recently which incapacitated him from attending to his duties. He was unfortunate enough to break two or three ribs and otherwise injure himself internally. As Mr. Kelly is one of the oldest men in the service at this station it naturally will take him some time to recuperate; but he is getting along splendidly, and is determined that such an accident will not keep him out of harness much longer. We hope to see him back on deck again soon.

All who know our genial agent, D. M. Fisher, and his good wife, will be pleased to hear that Mrs. Fisher is well on the road to recovery from a serious illness that has kept her confined to her home for several weeks. She has been under the watchful care of Dr. E. J. Gunning, who has successfully brought her through her sickness. Everybody rejoices in this as such good people as Mrs. Fisher are indeed scarce.

An enthusiastic meeting was held at the Union Station in this city on April 20, the occasion being the annual "get-together" dinner of the Railroad Terminal Young Men's Christian Association, and the laying of plans for the campaign for membership in the Association. This Association is proud of its membership of 1436, and it will not be the fault of those present at the dinner if that number is not added to during the coming year.

A friendly contest was entered into between two teams, captained by Messrs J.

H. Tonge, superintendent, and C. J. Kohlerman, auditor, Washington Terminal Company. Mr. Tonge led the Blue, or Air Line, and Mr. Kohlerman having charge of the Red, or Fire Line. The contest consisted of building sections of the road from New York City to Jacksonville, Fla., each section representing a member of the Association. Of course, the team building the greatest number of sections will be the winners of the contest. No matter which team wins, the Terminal Railroad Y. M. C. A. will be the gainer in the publicity it will receive among those who do not know the great value of such a membership. Those railroad people who do not belong to the Y. M. C. A. cannot appreciate the immense amount of good it is doing among their fellow railroaders.

Just try it once, brothers, and see for yourselves.

Cumberland Division

E. C. DRAWBAUGH, *Division Operator*
JOHN SELL, *L.P. Clerk, Superintendent's Office*

The accompanying picture is of G. R. McKenzie, who has, on previous occasions, been mentioned in the MAGAZINE. Mr. McKenzie has been employed in the M. of W. Department, Cumberland Division, since April 15, 1877, and is now 64 years of age.

He first entered the service as trackman, Rawlings, Md., and on January 8, 1883, was promoted to track foreman, McKenzie. He has served in that capacity up to the present time. After such long and faithful service he feels that he is entitled to retirement and has made application for pension.

Mr. McKenzie enjoys the distinction of being one of the charter members of the Relief Association.

His section has always been known for easy riding track and good appearance. He was exceptionally efficient in his line of work, having held a record for raising track and renewing ties. In one day during 1896, with a gang of seven men, he raised and put in 237 ties for 21 rail lengths. This record, as far as is known, has never been excelled. During the same year he was furnished with two of the first track jacks that were given out on the division. They are still in service in good condition. This speaks well for his care in the use of Company's property.

With his retirement from active service, the Company loses an efficient and faithful employe, but he has the satisfaction of knowing that he takes with him the friendship and respect of the officers and employes on the division with whom he has long been associated.

The accompanying picture is that of Green Spring Tower, east end Cumberland Division. The interlocking is operated



House of Conductor M. S. Rice
at Brunswick Md.
purchased through Relief Department



The late Carroll Hobart Mills



G. R. McKenzie, track foreman

from this tower by air. Operators in charge are: G. W. Kaylor, first trick; V. D. Twigg, second trick; J. D. Rockwell, third trick.

Keyser

Correspondent, HARRY B. KIGHT

While I write this the Safety Campaign, which began on April 1, is drawing to a close, and June with its figures pertaining to this special drive, will show us just how careful we have been and where we stand.

It is pretty fine work for a Company, which, knowing the many dangers that confront its employees every day, in whatever capacity they may be, has taken the interest that our own Baltimore and Ohio has to reduce the number of accidents and loss of life.

Meetings are held, circulars are posted, signs are made and put up, to remind you that our President places Safety "above everything else" and wants you to be careful.

The accompanying picture is of the wrecking crane at Keyser, loading all that was mortal of the T. M. & P. Railroad. The Twin Mountain and Potomac Railroad was a narrow gauge road, which ran from Keyser to Twin Mountain, W. Va., through the peach orchards, and the idea was to handle all the fruit from that territory. Their equipment consisted of two up-to-date narrow gauge engines, two vestibuled passenger coaches and about 20 or 25 freight cars. It was in operation for several years but on account of not being a paying proposition the service was discontinued

about two years ago. The rails were taken up and sold as was also the rolling stock. The engines went to a narrow gauge road at Orange, Va.

Pittsburgh Division

Correspondents

E. N. FAIRGRIEVE, *Car Distributor*, Office of General Superintendent

ELMER H. STOLTZ, *Pittsburgh Freight Station*

To Our Old Pal

By J. F. Hines

Today we are honored by one you all know,
A 42-year man on our B. & O.

He has kept Safety First in his mind all the time,
And all feel very proud of Martin Devine.

He has proved to the Company, loyal and true,
And our chairman is always willing to do

Anything in his power, as long as he can
To help him along, for no better man,
Could come to our meetings and give us a line,

Than our faithful old comrade, Martin Devine.

He was our "truck loader" for many a year,
And for doing things right, you never need fear,

He would start each man out with "Hurry right back,
For we want to unload every car on the track,

So don't keep me waiting and stop killing time,
If you want your truck loaded by Martin Devine."

Though he's past 96 there's a smile on his face,
And a look of contentment there you can trace,

He can tell lots of yarns, good songs he can sing,
And give you the steps of the old Highland Fling.

This his wish to the boys when he bids us good-bye
"May you live forever, and I never die."

Our Veterans

You should have seen the grand display
At Pittsburgh Freight House Saturday.
The Veterans of the B. & O.

Were here and made a splendid show.
All the "Old Timers" were in line,
And every one was feeling fine.

The program was quite well prepared,
But the flashlight had a few much scared.

VOSE
THE
Vose Grand
needs no introduction to those who understand real piano values. Its reputation is world-wide, and is based upon generations of scientific piano construction. Investigate its remarkable quality and its low price before buying a piano.
We Challenge Comparisons
Write for our beautifully illustrated catalogue and easy payment plan
Vose & Sons Piano Company
164 Boylston St., Boston, Mass.

But bear in mind—don't be mistaken—
All were there when the "snap" was taken.
There were Madden, McConnell, Melia and White,
With Greenwood and Turner, all filled with delight;
So Verones, Donahue, Kelly and King,
And McCullough and Dierker were anxious to sing.
McDonald and Pollock, Flavin and Joyce,
Posteraro, so quiet you could not hear his voice.
Spangenberg, Lansker, Redman and Keane,
Were running around like chicks in the rain.
Fischer and Mary, Meehan and Schmidt,
With Blumenschein, too, made a very good hit.
Minoque and Leonard were there too, by "Heck,"
Each as proud as a peacock, along with Miss Beck.
And right in the center was Martin Devine,
You will all agree that he looked very fine.
Maloney? You'll find him, standing near Hines,
The whole happy bunch looked like just old times.



Green Spring Tower



The last of the T. M. and P. R. R. at Keyser, W. Va.

Please mention our magazine when writing advertisers

Where seconds count

LOOK

21 Perfect Jewels
Adjusted to Positions
Adjusted to Temperature
Adjusted to Isochronism
Adjusted to the Second
Thin Model All Sizes

Santa Fe Special Watch

Guaranteed to last a lifetime and give satisfactory service. Still being sold at Rock Bottom Prices and on easy payments.

Send for Free Watch book and select your watch.

The ILLINOIS Famous \$
Santa Fe Special
And BUNN Special
Adjusted to Six Positions
21 JEWEL RAILROAD WATCHES

3.50
A MONTH

The Standard Railroad Watch

that is GUARANTEED FOR A LIFETIME OF SATISFACTORY SERVICE. These watches are now in service on practically every railroad in the United States and in every branch of the Army and Naval service. Thousands of them are distributed around the world. Your name or monogram and any emblem you may desire will be engraved in the case to suit your own ideas. Write today for my Free Watch Book—make your selection now. Save One-Third to One-Half the price you pay for a similar watch made by other Manufacturers. Most liberal Offer Ever Made. Our "Direct-to-You" low wholesale terms and Extra Special Distribution Plan is fully explained in the New Santa Fe Special Booklet just off the press. The "Santa Fe Special" Plan means a big saving of money to you and you get the best watch value on the market today. Watch sent for you to see without one penny down.

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The Home of the Great Santa Fe Railway.
Mail Coupon Today

A letter, post card or this coupon will bring My Beautiful Watch Book Free.

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Please send me your New Watch Book with the understanding that this request does not obligate me in any way.

Name

Address

State





EACH OF THESE PITTSBURGH EMPLOYES HOLDS A SERVICE RECORD OF MORE THAN 20 YEARS

Seated, left to right; J. T. Campbell, Patrick Melia, John McClain, G. W. C. Day, Martin Devine (96 years old), S. J. Hutchinson, H. S. McConnell, A. Madden, W. F. Deneke. Standing: S. G. McCullough, John Spangenberg, B. T. Lansker, D. Varones, M. J. Flavin, J. A. Kelly, L. W. Redman, Miss Katherine Beck, R. H. Dierker, W. J. McDonald, Michael White, P. Minoque, M. Pollock, M. A. Greenwood

If you think that the photo was not handled well,
Just look at the end men—Deneke and Campbell:
That will tell the whole story, it's a pleasure to know
They're both right on the job for the good B. & O.
To top off the affair, I'm delighted to say,
We were honored by Hutchison, McClain and Day.
When the pictures are finished, they'll be something to show,
And you'll know why we're proud of the great B. & O.
And there is no place in this whole creation,
That can hold up the candle to Pittsburgh Freight Station.
And the rest of the force that were not in the line,

Said "You can bet your life, we'll be there next time,
For it is surely an honor to be counted here,
With Agents Deneke and Campbell, year after year."
And as time rolls on, if you should look back,
You'll say "I know that I am on the right track."
For just as the bakerman kneads all the dough,
We are needed right here on the good B. & O.

An honor service roll gotten out for the meeting described by the rhymster shows the following:

G. W. C. Day, division operator, 51 years;
S. J. Hutchinson, depot ticket agent, 42 years;
John McClain, claim clerk G. F. office, 42 years;
Martin Devine, truck-loader, 42 years;
A. Madden, warehouse-

man, 40 years;
H. S. McConnell, cash clerk, 54 years;
W. F. Deneke, terminal agent, 33 years;
J. T. Campbell, assistant terminal agent, 33 years;
P. Melia, delivery clerk, 32 years;
W. J. McDonald, chief claim clerk, 31 years;
H. White, station electrician, 31 years;
M. Pollock, delivery clerk, 31 years;
J. L. Kelly, delivery clerk, 31 years;
M. J. Flavin, delivery clerk, 30 years;
D. Varones, sweeper, 30 years;
J. Spangenberg, delivery clerk, 30 years;
B. T. Lanaker, routing clerk (night), 29 years;
L. T. Redman, delivery clerk, 28 years;
S. G. McCullough, abstract revision clerk, 24 years;
P. Minoque, delivery clerk, 23 years;
M. A. Greenwood, chief clerk, 22 years;
R. H. Dierker, cashier, 22 years;
Miss K. Beck, assistant accountant, 20 years;
John Meehan, stower, 20 years;
S. F. Posteraro, accountant special bureau, 19 years;
A. L.



MOST OF THESE PITTSBURGH EMPLOYES HAVE BEEN IN SERVICE FROM 13 TO 19 YEARS, SOME LONGER

Left to right, seated: George Schmidt, W. G. Blumenschein, J. F. Hines (poet), J. T. Campbell, Martin Devine, W. F. Deneke, P. J. Leonard, S. F. Posteraro, A. L. Mary. Standing: J. G. Fisher, John Meehan, W. E. King, C. J. Maloney, J. S. Joyce, J. J. Donahue, William Porter, William Keane

Mary, accountant special bureau, 19 years; J. J. Donahue, yard delivery clerk, 18 years; W. E. Keane, yard delivery clerk, 18 years; W. G. Blumenschein, chief rate clerk, 17 years; George Schmidt, claim investigator, 17 years; J. F. Hines, chief receiving clerk, 16 years; J. S. Joyce, claim clerk, 16 years; P. J. Leonard, foreman, 15 years; J. G. Fisher, assistant rate clerk, 14 years; C. J. Maloney, assistant foreman, 13 years; W. E. King, crane operator, 13 years.
*Pensioned October, 1912.

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent*, Weston, W. Va.

"Think About It."

There's a famous saying on the Charleston Division, which we don't follow, but we notice other fellows take a crack at it once in a while. Here it is:

When you're feeling real disheartened
And your work you cannot do,
When the junk stacks up before you
And you never can get through.
What to do? "Pass the Buck."

When you go to see old Severns
And you want some info' bad,
And he cannot seem to find it.
What's he say?
"You have those papers." "Pass the Buck."

When there is a big derailment
And the cause of it is dim,
And you go to see the T. M.
What's he say?
"You find it." "Pass the Buck."

When you want to find a letter
And you go hunt up the girl
Who's supposed to keep them safely
But this one she cannot find. What's she do?
"You never wrote it." "Pass the Buck."

When you hear about the failure
Of the engine on the train
Pulling all the varnished cars on the Division,
And you go to see dear Dicky. What's he say?
"It is the coal." "Pass the Buck."

When you go to call on Schidey,
And the bowling you discuss,
And you want to know the reason
Why he fell down on the job. What's he say?
"I was tired." "Pass the Buck."

Then there is our old friend Pickens
Personal injuries are his forte
But he cannot find the reason
Why the man has smashed his toe. What's he say?
"Why search me, I didn't do it." "Pass the Buck."

Now we come to Charlie Dixon,
The fellow with the cars,
And we want to know the reason
Why we get no cars at all. What's he say?
"They didn't give me any, not my fault." "Pass the Buck."

We'll now call upon Miss Hayden,
The girl who never smiles,
And we want to know the reason
Why the ring we cannot find. What's she say?
"He took it back." "Pass the Buck."

What's the reason, Mr. Criswell
That this claim you cannot pay?
Charlie follows all the forner,
In the same old-fashioned way. What's he say?
"Up to Baltimore," says Charlie.
"Pass the Buck."

Did you ever see a railroad
Where they didn't pass the buck?
It's just an endless chain,
But no more we find today.
And so unto the Editor, we'll all just
PASS THE BUCK.

(But the Editor is human
And we will likely find a note
Reading "Printer, do the best you can
With this—I guess I'll 'Pass the Buck.'")

Benwood Shop

Correspondent, ANGELA J. APPLEGATE

I don't think this picture needs an introduction, for it shows former Miss Blanche Frankhauser, stenographer to the storekeeper, and Miss Ruth Vernon, also from the Storekeeper's office. This picture was taken at Blanche's home in Parkersburg, and fully explains why Ruth makes so many trips to that city—so Ruth says—but Cupid tells us there is a "he" in the case.

On May 2, Conductor E. J. Bowen stepped in front of engine 2305, at Clarkson Mine, and sustained a sprained ankle and a number of bruises. We all wish him a speedy recovery.

The call of Spring has prompted a number of our shop employes to purchase automobiles. "Jerry" Donovan is the proud owner of a Ford sedan, while Roy Nease has



Blanche Frankhauser and Ruth Vernon,
of Storekeeper's Office at Benwood.

a Stephens, and Harold Schafer, our efficient man-hour clerk, is sporting an Oldsmobile. Coach Foreman Selwood, Wheeling, has purchased a Paige; he told us to tell his Baltimore and Chicago friends that he would soon pay them a visit with his wife (or, if not his, somebody else's).

Calvin Reisinger, stenographer to the storekeeper, recently appeared all dressed up in a new suit, without collar or tie. Upon inquiring about the absence of the collar, we learned the baby had swallowed the collar button, which necessitated daddy using a pin. Cheer up, "Cal," such are the trials of a married man, especially in a small town where they don't sell collar buttons.

About 7:30 p. m. on April 30, Miss Rose Grineage, car preparer, Wheeling Coach Yards, was struck by an automobile. She was rushed to the Ohio Valley Hospital, where it was found she had a fractured skull. At the present writing Miss Grineage is in a very serious condition. We sincerely hope for her recovery.

George Selwood, our prominent coach foreman, informs us that Electrician George Frank is the proud daddy of twins, born on April 11, namely, Marie, who weighed

Send No Money



Your Emblem
Your Name
and address

Made in
U. S. A.

\$3.00

Not one cent in advance for this combination 7-Window Pass Case, Card Case and Bill Fold

Will show 7 regular size passes, identification cards, and photos, each under a separate transparent celluloid face protecting it from dirt and wear. Also has gusseted pockets for smaller cards and roomy billfold pocket in back. Railroad men tell me it is the handiest thing they ever saw. Over 20,000 of them now being carried. Your name and address (3 lines) and your emblem or insignia (road, brotherhood, lodge—I have them all) engraved in 23K gold absolutely free. This work alone is worth \$1.50 of anybody's money.

Case is beautifully made of fine black seal grain genuine leather. Strongly sewed, neat and convenient. Size, 3 1/2 x 4 1/2 inches closed.

Don't send me a single penny in advance. Just send your name and address on the coupon below with the emblem or insignia you want. I will send you this wonderful pass case at once, and when the postman delivers it to you, when you actually have the goods, pay him only \$3.00 and postage. I positively guarantee that if you don't think this is the best buy you ever made, you may return it and I will refund your money immediately. I have been in this business for over 10 years.

You take no risk! Send the coupon TODAY!

Olaf Halvorsen, The Pass Case Man,
Dept. 4015 Masonic Temple, Chicago

You may send me your genuine leather 7-Window Pass Case with my name, city, state and emblem engraved in 23K gold. I will pay the postman only \$3.00 and postage when he delivers it. If I am not entirely satisfied with the case, I will return it and you will refund my money at once. I take no risk.

Emblem

Name

Address

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

Be sure to print name, etc. clearly



E. W. Spille, pass clerk and Magazine correspondent, General Offices, Cincinnati.

Please mention our magazine when writing advertisers

7 pounds, and Benjamin, who weighed 6½ pounds. Congratulations, George! We are anxiously waiting for their photographs for our MAGAZINE.

Fireman C. M. Duling is the proud daddy of a baby girl, born on May 1.

George E. Rodeheaver, pipefitter, Wheeling Coach Yards, has purchased a new home and also a Paige car. Mr. Rodeheaver is a young benedict, you will remember.

In order that the Wheeling Division may print all the news, it is necessary that the correspondent receive the cooperation of all the employees. In the future kindly make a note of all the important events and either send them in or 'phone 24 or 25, Benwood. This will be highly appreciated.

Western Lines

General Offices, Cincinnati

E. W. SPILLE, *Pass Clerk*, General Manager's Office

E. H. HENKEN, *Assistant Chief Clerk*, Division Freight Office

Edwin W. Spille, Our Correspondent

By Thomas A. Murphy

The accompanying is an excellent likeness of the correspondent for our MAGAZINE in the Cincinnati General Offices, who is responsible for a great deal of the interest now being taken in at least one particular portion of our monthly publication upon its regular appearance. Permit us to introduce to you E. W. Spille, of General Manager Beggs's office. "Ed," as he is known, is recognized for his friendly and generous disposition, which characteristics have gained for him a host of friends and widespread popularity.

Mr. Spille is prominently identified with athletic activities, his specialty being baseball. He is a member of the Elks, the Railroad Fellowship Club and the R. A. O.

No, girls, he isn't married!

New Castle Division

Correspondent, J. A. JACKSON

New Castle Division Officers

D. F. STEVENS...Superintendent, New Castle Junction
C. P. ANGELL...Trainmaster, New Castle Junction
J. A. TSCHOUR...Master Mechanic, New Castle Junction
E. J. CORRELL...Division Engineer, New Castle Junction
J. P. DORSEY...Trainmaster, Willard, Ohio
J. L. SHRIVER...Road Foreman of Engines, New Castle Junction
J. M. GRIFFIN...Division Operator, New Castle Junction
C. M. TRUSSELL...Chief Train Dispatcher, New Castle Junction
J. A. PHELPS...Chief Train Dispatcher, New Castle Junction
G. H. SARFF...Chief Train Dispatcher, New Castle Junction
F. W. GREEN...Assistant Trainmaster, New Castle Junction
W. H. YEAGER...Terminal Trainmaster, New Castle Junction
R. E. PVLE...Terminal Trainmaster, Youngstown, Ohio
P. H. GROSCHUP...Division Accountant, New Castle Junction
R. CHILDERS...Claim Agent, Youngstown, Ohio
E. H. MECKSROTH...General Car Foreman, New Castle Junction
H. F. SCHWAB...Storekeeper, New Castle Junction

Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

Erecting Shop Foreman J. B. Welsh recently returned from a trip to Florida. The southern climate certainly seems to have agreed with "Jack."

We are glad to announce that Boilermaker Foreman F. J. Rahrle is back on the job after being off duty quite a while because of rheumatism.

R. Titus, boilermaker apprentice, who broke his arm while cranking a "Ford," is rapidly regaining the use of the injured member.

S. Dray, machinist helper, is the proud father of a son. Congratulations!

G. W. Seffens, clerk, Division Accountant's office, is smiling over the arrival of a 7-pound girl.

We extend to Conductor W. A. Hall our sympathy in the loss of his mother, who died on April 9.

Andrew Meinfelter, formerly employed as tinner, Chillicothe Shops, and who was retired on pension several years ago, died at the home of his daughter Mrs. W. F. Bauer, on April 18.

If the daylight saving plan is adopted locally, Fireman C. E. Harper states he will

be in doubt as to his young son's age. This young man was ushered into his home on October 26, 1919, just at the hour when the time was changed back one hour, and the way "Harp" has it figured, he has the time beat one hour as it now stands, but if the clocks are turned up one hour again, it will change things around.

Our Business Getters

Miss Margaret Thacker, demurrage clerk, local freight office, while in conversation with a shipper, who had intended to ship a carload of merchandise from Chillicothe to Detroit over another line, spoke to him about letting this car be routed over the



"Keep These Men"

"Brown, I've been putting the axe to the pay-roll. I have cut out a lot of dead wood—unskilled men we can replace tomorrow if necessary.

"But—keep these men whose names I have checked. They draw big pay but they know their work. They are the men who looked ahead and trained themselves to do some one thing better than any one else. We can't afford to lose one of them."

ARE you one of these skilled men who will be kept? Or is the Axe of Unemployment hanging over your head this very minute?

Thousands of men are idle right now for just one reason—they are *unskilled*! They work at any kind of job they can get, and when a slow-up comes, they are the first to be dropped.

You can climb out of the ranks of the unskilled if you really want to do so. You can get the position you want by spare time study in the evening hours you now waste. *Yes, you can!*

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foremost Advertising and Sales Managers have won success through I. C. S. training.

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<input type="checkbox"/> Air Brake Inspector	<input type="checkbox"/> Higher Accounting
<input type="checkbox"/> Air Brake Repairman	<input type="checkbox"/> Cert. Public Accountant
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Eight of the office employees in the depot building at Chillicothe

Baltimore and Ohio, mentioning that it was a direct route and assuring him the service would be all and more than he could expect. He immediately consented to have the routing changed, as suggested.

Frank Lang, bill clerk, also through his personal efforts succeeded in having a carload of machinery shipped from Philadelphia to Chillicothe, via Baltimore and Ohio.

Following copy of letter received by Agent Moore, from a large manufacturing concern in Ohio:

My Dear Mr. Moore:

After being told so many times by the management of this company to write you and thank you for the speedy and kind manner in which our wants were handled by you and your efficient office force, I wish to take this opportunity to do so.

I am more than pleased to have the pleasure of having our manager instruct me to write you and express for him the appreciation of this firm for the manner in which our wants were taken care of.

It is certain that you have won a good warm friend in the management of the — Company, as it was entirely through your efforts that our plant was closed only one day instead of three as we at first feared.

Again thanking you and wishing you and your family the best of health, I remain,
Sincerely,

Production Manager.

This is only one of the few that the correspondent could obtain from Mr. Moore, as he was somewhat timid about telling these things, but it only goes to show what he is doing, together with his force, to GET MORE BUSINESS.

Another episode that was brought to our attention in regard to Mr. Moore (or as the shippers in Chillicothe call him, "B. & O. Bill"): He noticed an old lady who seemed somewhat timid about crossing the tracks to get on a street car, went to her and offered his assistance, which was immediately accepted. On parting, she remarked that she would certainly try to do something for him some day. It was learned sometime afterwards that, through her influence, a carload of brass was shipped from Pittsburgh via Baltimore and Ohio, when it had been intended by the shipper to use another road. The revenue obtained by this Company from the shipment of this car was wholly due to a little courtesy shown to this lady by Mr. Moore.

It was noticed that Agent Moore lost all of his hair within 24 hours, preceding May 3. We were somewhat alarmed that this may have been caused by his hustle to GET BUSINESS, but upon inquiry he set our fears to rest, stating that he had discarded his toupee.

Recently one of the officers of one of the largest manufacturing concerns in Chillicothe was induced to use the Baltimore and Ohio in making a trip to New York instead of another road, which he had always used before. After doing so, he remarked that in the future he would always use OUR railroad for this journey, as he found it was a pleasure to ride on the Baltimore and Ohio trains. He said also that the courtesy shown him by all employes was excellent. Another friend for the Baltimore and Ohio, by a little effort on the part of an employee!

On April 30, the Elks' Hall at Chillicothe was well filled with employees, Veterans and their friends, who enjoyed the "get-together" meeting held by the Veterans' Association. W. R. Moore, local president of the Veterans, called the meeting to order and after a few remarks gave it in charge of Superintendent Brown, who engineered the program. George W. Sturmer, grand president, gave a very interesting talk. Local talent who contributed to the musical program were: Messrs. James Emmett and



Edward Brennan, day roundhouse foreman, Lima, Ohio. In service since 1907

Philip Snyder, Walter Thatcher, L. Minch, C. Thompson and Mrs. Thompson. After the meeting the evening was devoted to dancing, etc., until a late hour. Punch and cakes were served throughout the evening.

One of the leading business men of this country once said "LOVE YOUR WORK—then you will find pleasure in mastering it." There is no question but that the bunch shown in the accompanying photograph, who are employed in the several offices of the depot building at Chillicothe, find pleasure in their daily duties. (Note the smiles.) They are, reading from left to right: F. Eichenlaub, Bertha Streitenberger, W. Neal, Edith Woodall, Mildred Curtis, R. West, Osma Foster and Eva Eberle.

The seven deadly "accident" sins, can be named as follows: CARELESSNESS, IGNORANCE, THOUGHTLESSNESS, RECKLESSNESS, SHIFTLINESS, DISSIPATION, UNCLEANLINESS.

Think SAFETY. Remember the wife and kiddies at home and be SAFE for their sake. Don't be guilty of any of the seven deadly "accident" sins.

It is with regret that we have to report the death of Francis B. Brake at his home on April 29. Brother Brake was in service as a painter, for over 40 years. He was well known by hundreds of employees, who extend to his widow their sympathy.

Indiana Division

Correspondent, H. S. ADAMS, Chief Clerk to Superintendent

Miss Mabel Spear, daughter of Mr. and Mrs. J. F. Spear, and Sheldon L. Vanhoy were quietly married on April 11 at Seymour, Ind. The marriage was a complete surprise to their many friends there.

The bride is a popular young lady of this city and attended the local schools. Until a few weeks ago she was employed at The Sparta. Mr. Vanhoy, who is the son of Mr. and Mrs. George Vanhoy, North Walnut Street, is one of our well-known brakemen.

Resolution of O. R. C. Division 281 on the late J. F. Keegan

SUPERINTENDENT BELTZ, Pittsburgh Division, has requested that the following appear in the MAGAZINE:
O. R. C. DIVISION 281

Sunday, April 3, 1921.

At a regular meeting of the O. R. C. Division 281, on Sunday, April 3, 1921, the following Resolution was unanimously adopted by the membership:

Resolved: That, whereas, in the death of our beloved and esteemed General Superintendent, Mr. J. F. Keegan, the Baltimore and Ohio Railroad Company has lost one of its most devoted, loyal and efficient officials, and the men on the Pittsburgh Division a humane, kind and trusted friend; therefore be it further resolved, that we express our heartfelt sorrow at his loss, and extend to his wife and daughter our sincere and deep sympathy in their hour of trial. We echo the thought and prayer that our Heavenly Father may comfort and console them as they travel through the Valley of Gethsemane.

Signed: P. T. ELLERY,
JOSEPH MEEHAN,
T. A. JOYCE,

Committee.

Approved:

J. F. HOMER, Chief Conductor.
J. A. FISHER, Secretary.

Absolutely

Uncle: Only fools are certain, Tommy, wise men hesitate.

Tommy: Are you sure, Uncle?

Uncle: Yes, my boy, certain of it.

—Exchange.

His Vacation

Lazy Mike: I have a new position with the railroad company.

Weary Rhodes: What ja gona do?

Lazy Mike: You know the fellow that goes alongside the train and taps the axles to see if everything's all right? Well, I help him listen.



Passenger crew on S. V. & E. R. R., Jenkins, Kentucky. Left to right: R. Roberts, baggageman; Oscar Arrington, flagman; John Moore, conductor; Leonard Hopkins, fireman; "Ben" Norris, engineer.

President Harding Looks at a Picture



HERE on my desk I am keeping a photograph of a group of my old friends, taken on my front porch one day the past Autumn. It has been a reminder and an inspiration to me many times, a reminder of the unlimited possibilities of American life, and an inspiration to all effort that those possibilities may be preserved and broadened. Let me point out some of them.

Here is a man who started life as a water boy on a railroad construction gang, became a telegrapher, and is now a millionaire captain of industry—head of a great industry which he conceived, built and controls.

Next to him is another with a like beginning; a poor boy who had little education and no chance but what he made for himself out of this country's opportunities. He is one of the most important railroad executives in Ohio today.

Here is one of the men who have made Marion; he was a farm boy in this county, didn't know what it would mean to have a dollar to spend freely. Now he is a dominating figure in one of the largest manufacturing industries in the State—an industry whose products go literally all over the world. Down in the bottom row is a young man who came up by the same route. He had nothing, and imagined himself well started toward success when he became a country telegraph operator and station agent, while yet a mere boy. He has risen step by step to be, today, general manager of one of the country's great railroads.

So on through the list. No man in that group of nine started with, apparently, an even start for success. They all knew the hard ways, the real privations. Their story tells us what America means, and why we must make it continue to mean opportunity and inspiration, and the reward of merit. Every work to that end is to be commended and encouraged.

WARREN G. HARDING.

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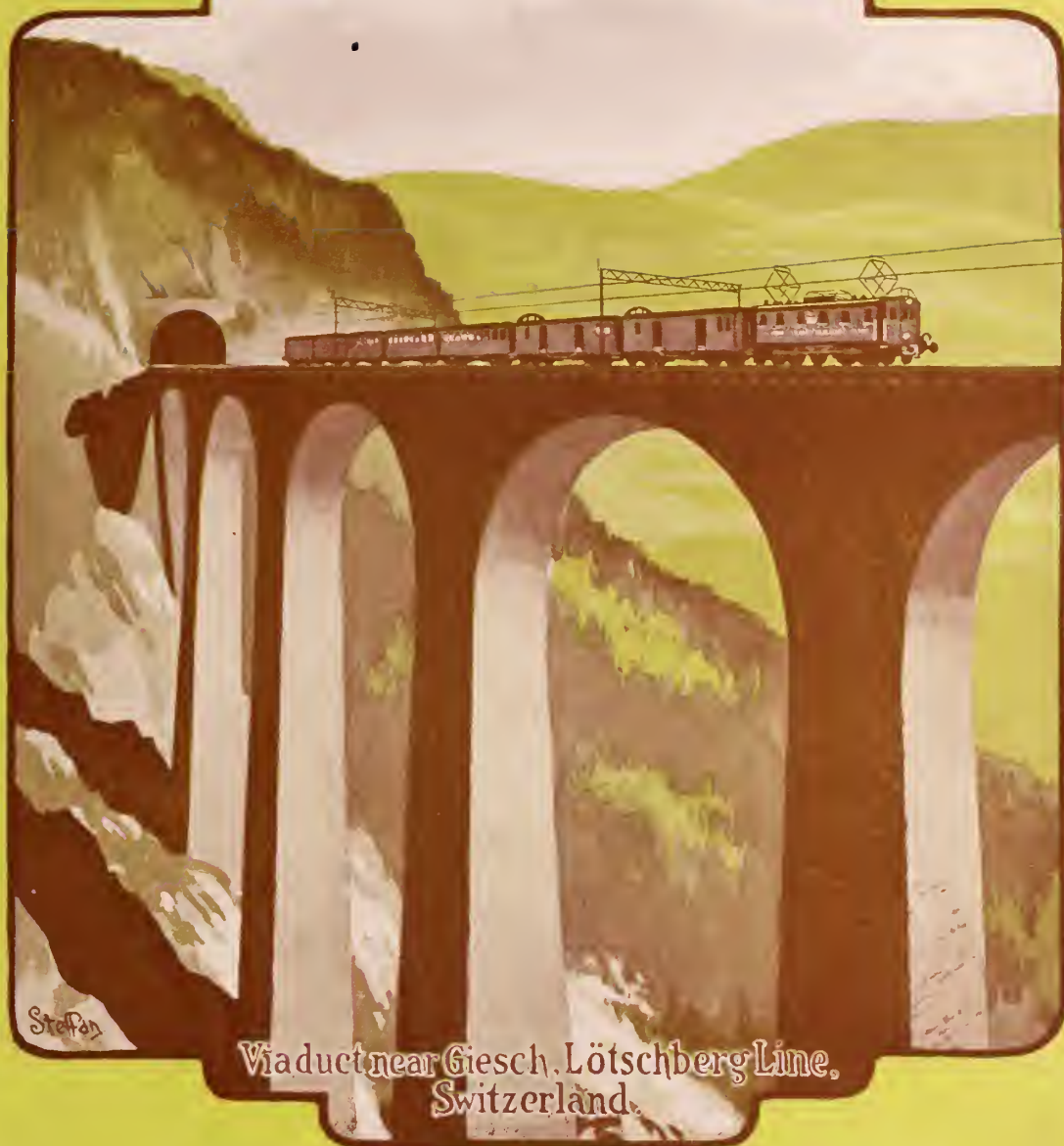
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Baltimore *and* Ohio Magazine

July

1921

The Old "Super" Says:

That is my house on the hill there beyond the track, just to the right of the roundhouse tower. The street cars don't run so often at night and when I am late at the office I usually hoof it in a bee-line right across the yards for home.

The other night I had gotten about half way over when a couple of cuts of cars came together with a crash that made me shiver. If there was any macaroni in them, said I to myself, it would look like flour after that. And I am used to pretty heavy switching, having worked in every yard from Parkersburg east to Brunswick.

The night yardmaster was on the spot before I got there. What he said to the switchman and engineer would not look good in print, but I heard the engineer call back at him as he ran back, this time more slowly to make the coupling over again:

"Well, I didn't mean to hit 'em so hard, but if we did break some draft gears or sills, it will mean more work for the repairers down in the car shops."

* * * * *

Next evening about six o'clock the engineer came into my office. It was Jack Redding, one of the oldest and best engineers in yard service on our division.

I told him how I came to see and hear what happened the night before. Then I quoted his remark about making "more work for the repairers" and I asked him what he meant by it.

"Understand," he said, "I didn't mean to hit the cars so hard, but when that night yardmaster began to ride me I got hot, and half as an excuse and half because I think it is true, I told him about giving more work to the car repairmen."

"Been down on the repair tracks recently, Jack?" I asked.

"Yes."

"Crowded, aren't they? And there is the same condition in every repair yard on the System. Right now the Baltimore and Ohio has about 30 per cent. of all its freight cars on sidings, storage

tracks, team tracks and wherever they can put them, because business is so poor. And ten per cent. of all the freight cars on the System are in bad order and will be rushed to the repair yards just as soon as the Company has money enough to have them put in good order. You didn't know we had so much work waiting for the money to do it with, did you?"

He shook his head slowly as I continued:

"I don't know what damage you did to the commodities that were in those box cars you were switching last night, getting them ready to put on Chicago 97 when she came through. But a bump like that may have caused thousands of dollars worth of damage, not only to the commodities in the cars but also to the cars themselves. And for every dollar's damage that you did, it means that our car repairers all over the System are just that much further away from getting back to work and wages. You didn't mean to keep them out of a job, but you can see how you helped do it, can't you?"

"The Railroad can't pick money off bushes," I went on. "It must get it for carrying freight and passengers. Perhaps you don't know that our Railroad so far this year has failed to earn the interest on its bonded debt by several millions of dollars. It is in exactly the same position you would be in if you had a note due at the bank tomorrow and could not pay the interest on it out of your current wages.

"Every dollar that you save through careful switching, coal economy, upkeep of your engine, preventing delays and in all the many ways you can help, will put those car repairers you were thinking about last night back on the job so much the more quickly. When you have thought it over a bit, come in and tell me if you don't agree with me."

Redding moved over quickly toward the door.

"I don't need to think it over, Boss. I know what you said is the goods. Come down and see me again some night and I'll show you how I can do it when I really want to try."

You Can't Get Far without the Three "R's"

HOW many young men and women in business today are realizing the need for a broader education?

Many boys and girls are compelled to leave school too early in order that their earnings may help support the family. A few are exceptional, and, with the aid of extraordinary ambitions and good environments, reach that point where they can be pointed out as "self-made."

Many are handicapped because they are not well-grounded in the "common branches." Their opinions are discredited because lack of knowledge of the language which we are all speaking in this country prohibits them from giving clearness and force to what they say.

Many times we hear men say, "That was not what I meant. He misunderstood me." But ability to clearly express his thought would have prevented misunderstanding on the part of the other man. These are the little things in business which, when added together, either make or mar the success of the enterprise. There are young men and women holding positions in offices where the responsibilities are nearly equal to those of salesmen; they see the prospect first and his idea of the management is based upon his reception. Do such clerks know what to do under these circumstances?

Evening classes, night schools, specialty work have all been big factors in improving this condition. But unless the employee takes advantage of these opportunities, nothing can be done. No person can be educated unless he comes with an open mind to his work. Opportunity doesn't knock and then go away. But opportunity won't embrace you until you embrace it.

Meter, Liter, Gram

OUR brutally arbitrary standards of feet and inches having no basic relation to our gallons and pounds, what a complex process it is to reduce cubic feet to gallons or pounds? Our foot is supposed to be the length of an English king's foot, although there were some kings more generously endowed than others with both feet and understanding. The gallon and the pound have not even this poor basis to build upon.

How different it is with the metric system in which there is nothing arbitrary and no two things unrelated! The meter, the one ten-millionth part of the quadrant of the Paris meridian, is directly related to the liter, the standard of capacity, which is a cubic decimeter, and the gram, the weight of a cubic centimeter of water at four degrees centigrade. How different are the meter, the liter and the gram when compared with our foot, gallon and pound! How easy it is to reduce meters to liters and grams as compared with the kill-brain process of converting feet into terms of gallons and pounds!

How much more difficult it is to multiply or divide by 62½, 268.8, 537.6, 2150.42 or 1.244, when we wish to reduce a given quantity into pounds, pecks, bushels, gallons, inches or feet, than the mere changing of the position of a decimal point!

How few can tell off-hand how many cubic feet or inches in a peck, a bushel, or how many pounds in a cubic foot of water? How many college graduates can tell you? Recently when an engineer testified in court that a cubic foot of anthracite weighed 54 pounds not a single judge or lawyer questioned the accuracy of the statement until a miner in the audience said in a stage whisper: "He's thinkin' av

Ivory Soap!" Yet a French school boy will convert liters and decimeters into grams at your will. Oh, the brutal waste of the life of holy childhood in learning these endless tables designed by madmen dead and damned!

Let us have the rational metric system, which is as far ahead of our foggy measures as the harvester is beyond the sickle, or the electric motor is in advance of the ox. Why

should we lag behind the Latins under the coercion of custom and the ghosts of other days?

The Unkindest Cut

"It's four years now since he left me," said the deserted wife. "I remember it just as well as yesterday—how he stood at the door, holding it open till six flies got into the house."—*Boston Transcript*.

You Need These Books

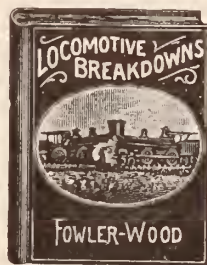
PRETTY soon you will be called up to take your examination and you will have to face a lot of hard questions. Better brush up a little. Our books contain every question with its answer you are likely to be asked by the examiner. They are the only complete railway books issued giving up-to-date, reliable information. Don't put off until examination day comes, but send for the following books at once:

Westinghouse E T Air Brake Instruction Pocket Book Catechism. By Wm. W. Wood, Air Brake Instructor.

A practical work containing examination questions and answers on the E T Equipment. Covering what the E T Brake is. How it should be operated. What to do when defective. Not a question can be asked of the engineer on up for promotion on either the No. 5 or No. 6 E T Equipment that is not asked and answered in the book. If you want to thoroughly understand the E T equipment get a copy of this book. It covers every detail. Makes Air Brake troubles and examination easy. Fully illustrated with colored plates, showing various pressures. **\$2.50**

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pocket edition of Locomotive Breakdowns. Just imagine all the common troubles that an engineer may expect to happen some time, and then add all of the unexpected ones, troubles that could occur, but that you had never thought about, and you will find that they are all treated with the very best methods of repair. Walschaert Locomotive Valve Gear Troubles. Electric Headlight Troubles, as well as Questions and Answers on the Air Brake, are all included. 294 pages. Fully illustrated. **\$1.50**

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Nearly 500 Questions with their Answers are Included.

Walschaert Locomotive Valve Gear. By Wm. W. Wood.

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The Baltimore and Ohio Magazine
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PATENTS

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Have you \$521?

"The population of the United States is divided into two classes of people," says the *Vulcan Bulletin*, "those who are contented and those who are discontented. There are men who think that everything is wrong and those who, although not contending that everything is right, believe that things are more nearly right than wrong. The man who thinks that things are all wrong usually has some definite plan to right them. The trouble with him is, however, that he has little knowledge of natural or economic laws and his plans wouldn't work in practice. He's like the man who knows that the quickest way to get to the ground from the top of a ten-story building is to jump, and, knowing nothing about the law of falling bodies, he tries it. He makes the trip but when he reaches the ground he no longer has any use for the hat he went after."

"Sometimes you hear a man say 'large salaries are unjust. All men should get the same compensation for the same number of hours of work.' He feels that if all did, his income would be increased many times. As a matter of fact it would be increased very little and might be reduced. The United States Steel Corporation has been accused of paying high salaries to its executives. There was a time when the president was said to receive a million dollars a year. Perhaps he does now. Undoubtedly there are many salaries of more than \$25,000 a year. But the average salary of all United States Steel Corporation employees including executives was \$5.38 a day in 1918. The average salary of all employees exclusive of executives was \$5.33 a day. So that it all executives were put on a common basis with other employees the average would be only five cents a day more. If the thoughtful direction of executives were eliminated from the management of the United States Steel Corporation, it is probable that the company would have to pay far less than \$5.33 a day."

"So as a matter of fact the small contribution that each workman makes toward executives' salaries is made largely in his own interest. If the boss didn't make money the office boy wouldn't have a job. Consider the Bell Telephone as another instance. If all the salaries which exceed \$5,000 a year were cut to that figure and the amount saved were divided among employees who receive less than \$5,000, the average increase would be less than three cents a day. Highly paid men usually get what their services are worth to the business and if that business did not pay them what they are worth some other business would, because the demand for big men is always greater than the supply."

"The way to get a big salary is to get it out of yourself, not out of somebody else. If you make yourself worth more you will get more. Sometimes you hear a man say 'Capital ought to be equally divided. All the money in the United States ought to be put in a big hat and each man draw out an equal amount.' This man may have \$1,000 in the bank, but he is jealous of the man who has \$50,000 or \$100,000. He does not realize that if his plan were carried out

he would have to sacrifice part of what he has. If he did, he wouldn't be so anxious to divide. If all the wealth in the United States were divided equally, each person would have just \$521. Of course there are a good many persons who don't possess \$521, but those who talk the loudest usually possess a good deal more than this amount."

Purdue Helping Solve Hot Box Problem

One of the big causes of delay in the movement of freight is the heating of the journal boxes of car axles, commonly called "hot boxes." When one journal box in a train gets seriously hot it is necessary to stop the whole movement of traffic until the condition can be remedied. This makes very timely a series of tests now being carried on at Purdue University, to determine accurately the benefit to be derived by using ventilated lids instead of the solid lids now almost universally used on the axle journals. The tests consist of eight hour runs with heavy loads and high speed, during which accurate records are kept of

the temperature attained in each class of apparatus.

The Flavor Lasts

Up in Wisconsin there was a skunk farm adjoining the railroad right of way, where thousands of the pretty little creatures were raised for their skins. On this particular night a large number of them, escaping through a break in the enclosure, started on a moonlight pilgrimage down the railroad track. When, a short time later, the express bore down on them, they bravely stood their ground, and, although many were killed, registered a unanimous and vigorous protest. It being summer time, the car windows were all open, and the awakened passengers emerged from their berths gasping for breath. At the next stop, a division point, even the car inspectors fled precipitately and had to be coerced into performing their duties; and at each station thereafter, everyone in sight suddenly had business elsewhere the minute the train arrived.

—Exchange



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Baltimore, July, 1921

Number 3

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

THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 36,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can

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gency they may quickly be made use of.

Likewise, a fire alarm or a fire extinguisher is deprived of a good deal of its efficiency through being invisible in the dark. Radium luminous material acts as a quick locator for them. Telephones, which are often necessarily found quickly in the dark in emergencies, various emergency call bells, and revolvers are made more useful through the application of undark. Gun sights, illuminated, insure accuracy of aim in the dark. The need of luminating poison bottles, so that they may stand out warningly in the dark has been demonstrated too often to need further dwelling on. An interesting Safety device is the safe combination whose dial is radium luminated, so that no artificial light need be used for it.

The industrial uses of radium luminous material are many. Bolts that are necessarily attached to the dark under portions of machines and equipment are being touched with dabs of this luminous material with a consequent great saving of bloodshed. In mines where the carrying of oil lamps or the placing of electric lighting equipment is not feasible, radium has been found to be a boon to humanity. There are dark corners in the dark underground channels which miners must traverse, corners where danger lurks—these are made safe through the unvarying luminosity of radium.

The value of radium to mariners is commencing to be recognized. Not only the

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compass dials, but the steering wheels, the gauges and other instruments which should be instantly and uninterruptedly visible have been touched with radium. Motorists, motorcyclists, and the operators of any machinery which has indicating dials or gauges which tell of the speed of the motor or the quantity and mixture of fuels and oils, are finding the solution of their difficulties in radium luminous material. The hazard of uncertainty has been reduced.

While radium is the most valuable element in the world—a gram of radium, which is about a thimbleful, costs \$120,000, as opposed to \$150 for an ounce of platinum. So powerful is it when mixed with other materials that even the minutest particle is effective in making material self-luminous for years. It is this quality which makes radium luminous material commercially possible.

The great value of radium is due to its scarcity, and to the great difficulty in isolating it after it has been found. Much of the radium of the world is now found in America, in carnotite fields. A great portion of this comes from the Undark Radium mines in the Paradox Valley of Colorado. The ore is found in narrow seams in the ground. It is sorted and packed in 100-pound sacks and transported 60 miles to the nearest railroad station on the backs of burros and mules. Thence it is shipped in carload lots 2,900 miles across the continent to an extraction plant in Orange, N. J.

Two hundred and fifty tons of ore treated with an equal amount of chemicals and water yields one gram, which is about the size of a pin head.

The power of radium lies in the penetrating character of its rays, which disintegrate and travel at the rate of 3,000 miles a quarter of a second.

In addition to the use of radium luminous material on machinery in industrial plants, it is used extensively for the marking of any corner or spot which should be visible in the dark. Angles of tables and chairs, corners in rooms, numbers to indicate cubby holes or doorways on which there is no other illumination, are touched with a spot of undark. Even the valuable electric torch increases its efficiency when it has a touch of radium on it so that it can be reached instantly in an emergency in the dark.

When other lights fail, when fuses blow out, wires break down—radium will glow dependably without danger of explosion or of burning.

The employment of radium to help solve our medical and industrial problems of life safety is as yet in the first stages of its development. What the future will bring, no one knows.

Philological

A colored woman one day visited the court house in a Tennessee town and said to the judge:

"Is you-all the reperbate judge?"

"I am the judge of probate, mammy."

"I'se come to you-all 'cause I'se in trouble. Mah man—he's done died de- tected and I'se got t'ree little infidels, so I'se cum to be appointed der excecutioner."

R. W. McGUIRE,
Charleston, W. Va.

Radium—A New Element in the Safety Movement

RADIUM, the most mysterious and most powerful element known to science, which has the greatest power of all discovered sources of energy, has now been linked with the Safety movement and will lend its power to the prevention of avoidable accidents. So great is its power that one gram is sufficient to raise a ton of water from the freezing to the boiling point. If one ton of it were harnessed to a ship equipped with 1500 horse power engines, the ship would be propelled at the rate of 15 knots an hour for 30 years.

Radium is best known to the world through its curative properties in the treatment of cancer and through its commercial value in making radium luminous material. The power of radium was made known only a few years ago through the efforts of a Polish woman scientist, and a French and an American professor. Radium now treats thousands of cases of cancer annually, preventing death and eliminating a great deal of suffering.

Radium's role in industry as a life saver is less spectacular, but perhaps even more important than it is as a therapeutic agent. The great mass of accidents in factories, in mines and in other industrial institutions where darkness is a creator of danger, are being eliminated through the newest invention of science—radium luminous material. Radium illuminated watches are familiar articles. The same material that illuminates these is now being employed in great factories on all power line switches where fumbling might mean electrocution to the operator.

High pressure gauges, which are installed as an insurance against dangers, are deprived of a great deal of their safety value through inconstant lighting. Their dependability as indicators is increased tremendously through making them safe 24 hours a day by the application of radium luminous material, which is invariably luminous in the dark. Steam gauges and water gauges of all sorts are making use of radium to increase safety.

Electric switches are often set in places which are unlighted. This includes electric lighting equipment, which is usually visible only after the light it controls has been turned on. A spot of radium luminous material on the bottom or switch makes them easily located in the dark, so that in emer-

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“Cast Thy Bread upon the Waters—”

IN FEBRUARY, 1913, President Willard received a letter from Jules Jusserand, Ambassador of France to the United States. In effect it stated that he had gotten a communication from a French theatrical troupe which had moved in part from Kansas City to Pittsburgh, and then to New Orleans, where, because of lack of funds, they were seriously embarrassed; that at Pittsburgh a trunk belonging to the troupe had been lost in the transfer of their baggage and that in view of their being strangers in the United States, of their financial inability to litigate the claim, and of their desire to depart quickly for France, he requested that the customary departmental investigation be shortened and that refund be made on the basis of the appended itemized valuation of the articles lost.

The justice of the ambassador's note appealed to the fair-mindedness of President Willard, who wrote him that his request would have prompt attention. He then asked his assistant, George H. Campbell, to call on the ambassador and make a fair and amicable adjustment. Mr. Campbell promptly saw Ambassador Jusserand at the French embassy in Washington, explained the railroad rules governing the payment of claims for lost baggage, and also called his attention to the fact that the values placed on some of the items lost were probably somewhat sentimental and not actual. He said, however, that in order to make a quick settlement the Baltimore and Ohio would be glad to accept his decision as arbitrator. Ambassador Jusserand agreed, and the check covering his appraisal was immediately sent to him for distribution to the several members of the company interested.

This was in 1913 and during the next eight years the world was seething in the cauldron of the Great War and its aftermath, through all of which period Ambassador Jusserand played a leading, difficult and notable part. Little wonder then, that on the night of April 28, 1921, the prompt and courteous settlement for the lost trunk had been forgotten by all the principals in the transaction—all but one.

It was the occasion of the annual banquet of the Traffic Club of Pittsburgh, at the William Penn Hotel of that city. The diners, leaders in the commercial, banking and railroad world, had heard the addresses of Otto H. Kahn, internationally known banker and financial authority, and of Mr. Willard, when word was passed from table to table that the Vice-President of the United States, Calvin Coolidge, and the French Ambassador

Jusserand, who were in Pittsburgh, were on their way to the banquet hall.

The arrival of the two eminent statesmen was greeted by the playing of the Marseillaise and the Star Spangled Banner, and with great applause and cheering by the guests. Vice-President Coolidge spoke extemporaneously and in his characteristically interesting and concise manner. The toastmaster then introduced Ambassador Jusserand.

After expressing his pleasure at meeting the representative men there assembled, he spoke in a general but most complimentary way of the splendid service rendered by the railroads of the United States as he has observed it. Further, he told in detail, but without mentioning the name of the railroad or the railroad officer involved, the story of the lost trunk. Then, pausing a moment and facing the subject of his remark, he exclaimed in the delightful accent and the gracious manner so characteristic of his people, that the railroad president he had referred to was none other than one of the speakers of the evening, President Willard of the Baltimore and Ohio. Hearty and prolonged applause greeted the dramatic announcement and showed convincingly how this illustration of service and courtesy was appreciated by all the representative men present.

No reward was needed for the prompt payment of the just claim of the French actors. Yet it is interesting to see in this case how the appreciation of one's fellow men can reward a thousand fold a just act done in line of duty.

Mr. Jusserand was appointed Ambassador of France to the United States in 1902, and for a number of years has been dean of the diplomatic corps in Washington.

Distinguished exponent of the finest traditions of his race, scholar of wide attainments, diplomat of marked ability and judgment, close student of American history and ardent admirer of American institutions and ideals—these qualities of his have done much to quicken and strengthen the cordiality existing between the French and American peoples.

And even beyond these notable qualities, one feels in him a more personal characteristic—which has brought to him, perhaps, the intimate friendship of such Americans as Theodore Roosevelt—a singular felicity in his regard for the little amenities of life, aptly illustrated in the episode of the lost trunk.

The Railroad Clean-up

A Neat, Clean, Thrifty--looking Property, Let Us Keep the Baltimore and Ohio That Way

MANY years ago, when the late Mr. J. E. Spurrier was supervisor of trains during his early career on the Baltimore and Ohio, a wreck occurred on his territory on the Old Main Line. The customary clean-up took place and we are sure that under his direction trains were again running over the scene of the wreck as soon as was humanly possible.

But Mr. Spurrier's men did not effect a clean-up at that time comparable to the one which has just been completed over all our lines. For in this more recent clean-up, at the very scene of the wreck mentioned, in examining into every nook, cranny and crevice along the right of way, two "Bullheads" came to light, two old link and pin couplers, the kind used on the old fashioned round steel hopper cars. For proof we offer the picture on this page. And this is only one of the many examples which could be presented to show that the recent clean-up was a clean-up in every sense of the word.

Those of us who were employed with the Railroad before the war will remember that we had periodic clean-ups and after each one felt that there was little that had escaped the eyes of the officers in charge. The railroads were under severe criticism—as they are today—on the score of wastefulness in the handling of supplies; and yet, to the casual observer the appearance of railroad properties in general, as one covered them on a passenger train, was not at all discreditable. Track, stations and yards looked, on the surface, at least, clean as compared with the properties of other industries.



Two "bull heads," old link and pin draw bars of the type formerly used on Baltimore and Ohio round hopper cars, found during the clean-up on the right of way near Woodstock, Md. In how many previous clean-ups had these been missed?

With the coming of the war came the demand for the utmost speed in doing everything connected with our business life, on the railroads and elsewhere. Production reached the pinnacle point and, with the incessant demand for speed, speed, speed—supplies were issued in abundance so that labor would have the wherewithal to keep the trains, the troops and the munitions of war moving in record time.

There was no opportunity for a clean-up in those hectic times. Everybody concentrated on the main issue of supplying transportation in an unprecedented quantity, and the desirability of maintaining a clean railroad became, of necessity, a secondary consideration.

Readers will remember that with only a very brief slowing up of business in this country immediately following the armistice, transportation continued to have difficulty in keeping up with production up to the autumn of 1920. October was the peak month for that period in our business and thereafter came with startling rapidity the slump which we are still feeling. So that with the winter of 1920-1921 over, it appeared to the Management of the Baltimore and Ohio that, with business greatly lessened in volume it was an ideal time to start a clean-up.

As a consequence, on March 25 Vice-President Galloway wrote an exhaustive letter to General Manager Begien of the Western Lines, and to the general superintendents of the Eastern Lines, indicating to them the desirability of proceeding immediately to make the Baltimore and Ohio the cleanest railroad in America. Part of his letter read as follows:

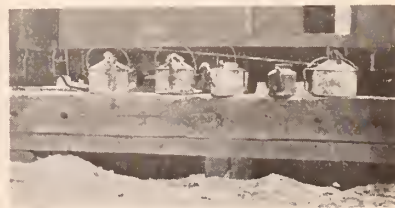
"I therefore desire that beginning on Tuesday, April 6, a "Cleaning-Up" Campaign be started under the supervision of the officers named. These should include the supervisor and any other officers which the division people may feel necessary to insure the job being properly done and the property cleaned up from one end to the other as it has never been cleaned and picked up before, scouring it most thoroughly for every piece of material it is possible to reclaim,

either for further use or for sale as scrap. Please do not overlook the fact that material frequently gets over the bank, into the creeks and under the bridges where it falls through, and all this should be included in this cleaning campaign."

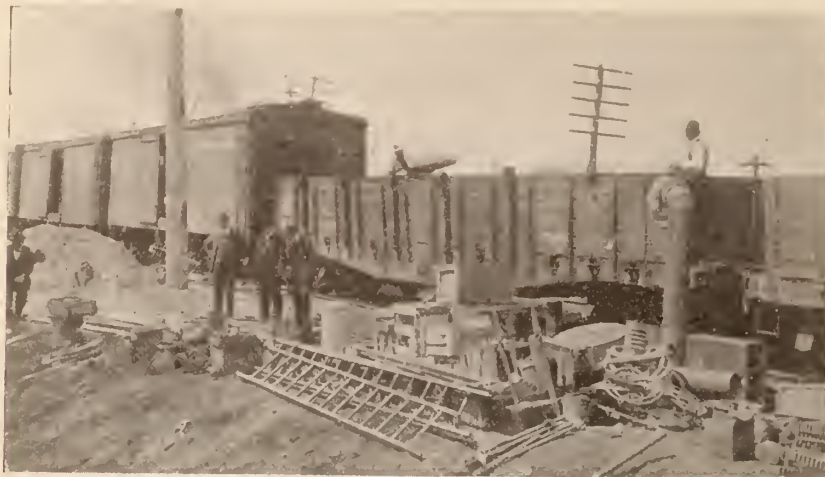
Mr. Galloway also mentioned in this letter the fact that the railroad situation bulks so big in the eyes of the people that it is subject to continuous and careful scrutiny by economists, legislators, business men and other factors entering into the situation; and that with the railroad question so prominently before the country, it behooved us of the Baltimore and Ohio to put our property in so clean a condition as not only not to deserve the censure of those observing the property, but rather to merit their commendation.

It is apparent to everybody that keeping a railroad clean is a much harder job than keeping a factory and its surrounding property clean. The Baltimore and Ohio has over 5,000 miles of right of way and long stretches of this are practically unprotected, and have on either side the properties of many people and concerns not in any way connected with or interested in the Railroad. Away from constant police and watchman supervision and with the necessity of having valuable materials distributed along the Railroad for repairs, renewals, etc., it is little wonder that the public in a sense has come to consider that anything found lying loose along the right of way or near the properties of the Railroad is at their disposal.

You who have had occasion to visit farms bordering or close to a railroad track know what I mean. The tool house of the farmer sometimes contains a section of rail, used as an anvil. Track mauls, shovels, crowbars, lin-



Five tallow pots found buried up to their necks in dirt. Did the engineer who took such care of them think that the oil wells were running dry?



Material assembled for loading on Pick-up Train

ing bars, etc., which were once issued by a railroad storekeeper for building track, may have mysteriously found their way into the tool house. A track jack—an expensive piece of machinery, by the way—sits over in a corner. A careful scrutiny of fence posts might indicate that they were at one time intended for ties in the track, and if the wires on these posts could talk they might say that they were originally manufactured for use in the signal department of a railroad.

This is not, for one moment, to accuse farmers of pilfering. It is rather, in view of the recent clean-up on the Baltimore and Ohio, to make every reader, and particularly those having to do with material on the Baltimore and Ohio property, understand that from the standpoint of our economy it is essential that we keep our property free from all kinds of material which can be picked up and put to other than railroad uses. It is a very exceptional man who, walking along a railroad track and discovering a spike, crowbar, lantern, or any other similar material, can be persuaded that it is his job to take it to the nearest railroad agent and restore it to its rightful owner.

The same slant which city people have on using the facilities of railroad stations, whether they are patrons of the railroad or not, is the very natural slant which people living along the railroad track have on the use of our facilities. The point we must remember is that we should keep such facilities and material available for railroad use only.

Following Vice-President Galloway's letter and beginning on April 6, the clean-up began all over the Baltimore and Ohio System, and what occurred on the Maryland District may be taken as an example of what occurred elsewhere.

Each division had its work train, which scoured the right of way from

one end to the other. The division superintendent, trainmaster, division engineer, and track and signal supervisors accompanied the train, and the general superintendent spent five days on the east end of the Baltimore Division alone, starting at tidewater and coming west.

There were competent car and

trackmen to sort and classify the material as it reached the pickup train, new and second hand material being put into separate cars and eventually reaching the Mechanical or Maintenance of Way Departments for reissue or reclamation. Here all new material fit for reissue was delivered to the storekeeper. And now, when a requisition is received by him for any material, it is issued from the material secured in this clean-up when the items are available. New material is issued only when the item needed cannot be secured from the material collected during the clean-up. Material not fit for immediate reissue but fit for reclaiming was sent to the reclamation plant, and scrap material to the scrap bins for sale. The material which is being reclaimed is being delivered to the storekeepers, who are reissuing as needed and charging for only at the cost of reclaiming. Material which was fit for reissue as collected, is not being charged for by the storekeeper to the departments requisitioning.

Notable Service Record of Engineer George R. Wallace

THE BALTIMORE AND OHIO RAILROAD COMPANY

OFFICE OF VICE-PRESIDENT

OPERATION AND MAINTENANCE

C. W. GALLOWAY,
VICE-PRESIDENT

BALTIMORE, MD., July 1, 1921.

Mr. George R. Wallace,
Engineer, Illinois Division,

The Baltimore and Ohio Railroad Company,
Washington, Ind.

Dear Mr. Wallace:

My attention has just been attracted to your most enviable service record.

It is rare that a man can be in railroad service over 50 years as you have been and not have something occur that might mar his service record. This is particularly true when 41 years of that time have been put in as a locomotive engineer, 27 of the 41, as I understand it, having been as a passenger engineer. In all that time you have not only maintained a perfectly clear record but you have, by your devotion to duty and loyalty to the service of the Baltimore and Ohio, earned two commendatory entries on your service record.

While I have seen little of you since I first went to the Illinois Division during the blockade troubles in 1910, I remember your very good work then.

This is a record of which you may be justly proud and I want to take this occasion to extend to you my heartiest congratulations as well as my best wishes for a long and happy life.

Cordially Yours,

C. W. Galloway

Hence, although the cost of the clean-up all over the System was considerable, it was paid for many times over by the value of the material secured and available for reissue with or without reclamation.

Every piece of the property was gone over with a fine-tooth comb, from attic to cellar and from front door to back. Many were the discoveries made, and some of the stories built around the statement of certain officers that certain places on the property were clean, who, after further investigation was made, admitted that they were far from clean, have already become railroad classics.

An accompanying picture shows five tallow pots. These were discovered buried up to their necks in sand under a store bin, and arranged in such a way that the same person must have placed them there. The days of their several burials must have covered a period of ten years at least and the engineer responsible for the obsequies would certainly have been a surprised man to have seen them dug out of the dirt and put on the pickup train, again ready for service. This was but one of a number of illustrations indicating that employees, in being over-careful that they should have sufficient supplies of one sort or another, had made a collection of models dating into the distant past.

The lockers of some individual employees yielded tools of ancient and modern vintage, many of them valuable and perfectly satisfactory for use today. That these were found in such quantities is due to the fact that in the past, an employee having a particular job to do and not having exactly the right tool immediately at hand, would request and receive another, and then, the job over, would continue to use the tool, leaving the other one in his locker. Or, being called upon for emergency work, it would be quicker for the employee to get a new lot of tools than to go back to headquarters for the old ones, with consequent unnecessary duplication. Such practices, despite the clean-up, are, of course, uneconomical, and although it is the wish of the Management that every employee should have good and sufficient tools necessary for every job, it is also their request that such tools be asked for only when they are absolutely necessary. With 19 carloads of material picked up in a single stretch of 22 miles along the track, the potential current saving of watching the issue more closely is apparent.

And now that the Baltimore and Ohio is a clean Railroad to a degree to which it has never been before, the

Management earnestly desires that we continue to keep it clean. It is easier to do this from day to day by individuals exercising their interest in seeing that there is no overissue of materials or tools, and in picking up and returning to the storekeeper any articles which may be found in the course of the day's work, where it is possible to do this, than it is to let things accumulate for a periodic clean-up.

Today the physical appearance of our Railroad indicates thrift of the highest order. Let us continue to appear thrifty, economical and pains-taking at all times in the future.

Another article to appear shortly in the MAGAZINE will describe the interesting reclamation work now under way on a big scale under the direction of our Motive Power Department, and which is saving thousands of dollars to the property each year.

C. E. Wolford, Cashier and Cartoonist

The accompanying cartoon illustrating in so effective and interesting a way one of the principal problems of freight claim prevention was conceived and drawn by C. E. Wolford, cashier at Dayton, Ohio.



Too Precious to Lose
Drawn by C. E. Wolford (see above)

Mr. Wolford entered the service as chief clerk on the Toledo division in 1911 and has been promoted regularly during the intervening period, his present position having been given him in March of this year. We thank Mr. Wolford for his interest in this subject and congratulate him on his ability in presenting it so well.

Recommends Savings Feature

BALTIMORE, Md., January 13, 1921.

MR. W. J. DUDLEY,
Superintendent, Relief Department,
Baltimore, Md.

Dear Sir—I thank you very much for the splendid manner in which you conduct your business, also the courtesy shown me through your office force at all times.

I am sorry that the ground of my property is not redeemable. I am thinking that in the Spring if I can get a house to suit me I will gladly call on you for a loan.

Trusting that you will not hesitate in calling on me if at any time I can be of any assistance to you through my fellow workers, I beg to remain,

Very respectfully,

(Signed) J. H. VANNOSDELN,
Pipe Fitter, Riverside, Md.

Our Grain Elevators at Locust Point

The New Mechanical System for the Collection, Storage and Shipment of the Dangerous Grain Dust

By L. P. Kimball
Engineer of Buildings

ONE important function of the Baltimore and Ohio Railroad as a common carrier is the movement from the middle west of freight which is to be exported to foreign countries. The principal terminal for the transferring of this freight from cars to vessels is located at Locust Point, where all the merchandise and grain exported from the port of Baltimore is handled. With the single exception of coal, which is handled at the new coal pier at Curtis Bay, grain is the most important commodity which is handled for export.

Some conception of the volume of this class of traffic can be realized from the statement that during the year 1920, 15,625 cars of grain, which was hauled over our lines from Chicago, St. Louis, Fairport and other western points, was delivered to vessels at Locust Point for export to European countries. To handle this grain it is necessary for us to have facilities for the unloading of cars, storage of grain subject to owners orders for shipment, and the loading of grain into holds of ships, as well as for the drying, cleaning and separating of certain shipments when desired.

Pioneer Grain Elevator Builders in Baltimore

The Baltimore and Ohio was the pioneer in providing such facilities in the port of Baltimore, and for this purpose, there was constructed in the year 1872 a structure known as Elevator "A," with a storage capacity of 500,000 bushels. This was destroyed by fire in the year 1891. The present facilities are shown in the accompanying photographs.

Figure 1 is a general view of the terminal for handling cars. It was taken from the Fort Avenue Bridge. This picture also shows the two elevators, the smaller of the two being known as Elevator "B," and which was built in 1874. This is a frame structure with metal covering on the outside, 100 feet wide by 330 feet long, and with a storage capacity in bins of 1,200,000 bushels of grain.

Figure 2 shows the larger house closer up. Known as Elevator "C," this was built in 1881 and is also of frame construction, the exterior of main structure being veneered with brick and the walls of the cupola being covered with slate. This house is 87 feet wide by 410 feet long and

has a storage capacity of 1,300,000 bushels of grain.

When completed, these houses constituted the principal export terminal for grain on the Atlantic seaboard, which position they continued to hold until the development in recent years of the large concrete elevators which have been constructed by other roads.

Baltimore Second Largest Grain Export City

That these houses, 40 years or more after their construction, are still handling their full quota of export grain, can readily be seen from the following figures, which show the total number of bushels of grain loaded for export at each port on the Atlantic seaboard during the year 1920:

New York.....	83,101,000 bushels
Baltimore.....	55,629,405 bushels
Philadelphia.....	24,952,774 bushels
Portland, Me.....	18,196,286 bushels
Boston.....	6,057,742 bushels
Newport News.....	2,398,705 bushels

Total, Atlantic seab'd 190,335,912 bush.

It will be noted that the port of Baltimore handled 29 per cent. of the total grain exported—more than

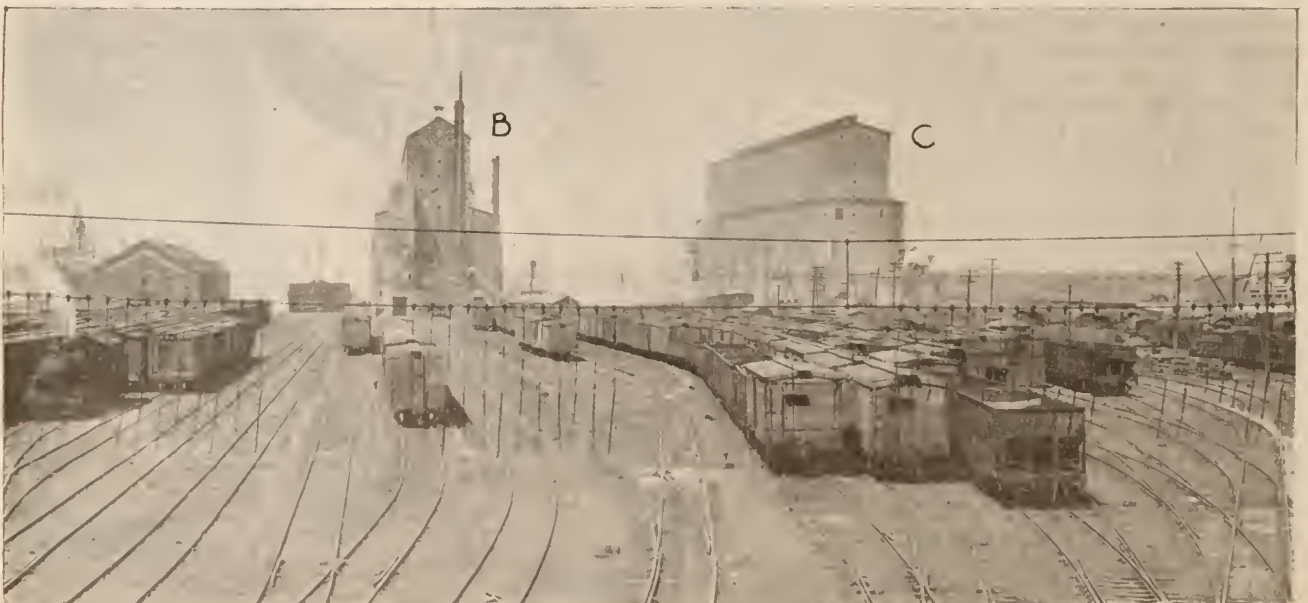


Figure 1—General View of Locust Point Grain Elevators "B" and "C" and a Part of Storage Yard.

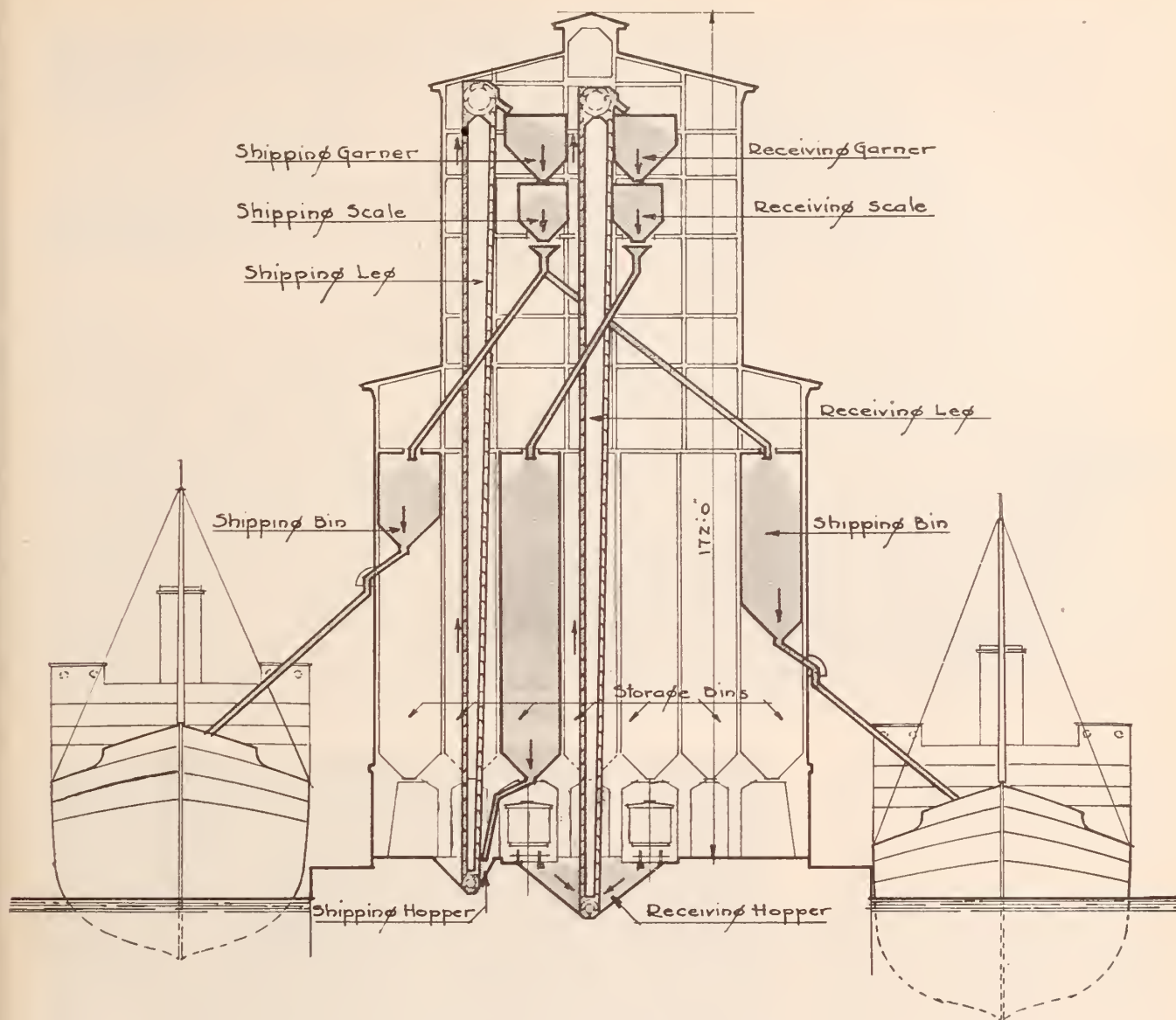


FIGURE 4, CROSS SECTION OF ELEVATOR.

Showing clearly how the grain goes from Cars to Receiving Hopper, by Receiving Leg to Receiving Garner, to Receiving Scale, to Storage Bin, to Shipping Hopper, by Shipping Leg to Shipping Garner, to Shipping Scale, to Shipping Bin, to Boat

double that handled at the port of Philadelphia and second only to the port of New York. Baltimore's share in this business was distributed as follows among the three roads having grain export facilities:

Baltimore and Ohio...	21,874,578 bushels
Western Maryland...	18,071,359 bushels
Pennsylvania.....	15,683,468 bushels
Total.....	55,629,405 bushels

From the above it will be seen that the facilities at Locust Point were called upon to handle and did handle more grain during the year 1920 than the recently constructed modern terminals of either of the other roads.

Employees Modernize Our Facilities Through Skill and Teamwork

To offset the handicap of using today facilities designed and constructed more than 40 years ago for un-

loading grain received in cars which did not exceed 30 feet in length and 500 bushels in capacity, it is necessary to develop a spirit of cooperation among all employees and an extremely intensive use of the facilities provided. That this has been ably accomplished under the supervision of T. H. Seal, superintendent of elevators, and C. E. Wood, general foreman in direct charge of elevator operation, the accompanying figures will readily show.

How Grain is Handled

In unloading cars of grain, it is necessary to switch them directly into the house, for which two tracks are provided in each elevator structure. Each car is placed over a hopper into which grain is unloaded. There were provided in Elevator "B" eight hop-

pers on each track and in Elevator "C" twelve hoppers on each track. As these hoppers are spaced about 30 feet apart, it was only necessary in the early use of these elevators to switch on to each track a cut of cars equivalent in number to the number of hoppers provided on that track, as the average length of the cars was such that no further cutting or spotting was necessary. The increase in the length and capacity of rolling stock, however, now makes it possible to unload a car only at every other hopper and in placing cars for unloading makes it necessary to cut separately and spot each car unloaded.

A Record Unloading

The unloading of cars under these conditions, of course, requires very



Figure 2—Elevator "C" with some of the dust collecting apparatus on top of Screening House to the right

close attention as to switching and to prompt unloading when placed. The present combined capacity of both houses is 20 cars at one spotting and an effort is made to unload these cars and replace them as many times as possible during working hours. It is now a common occurrence to unload 90 or more cars in a single eight hour shift. All previous records were broken, however, on May 6, 1921, when 105 cars were placed by two switch engines and unloaded during a period of 7 hours and 20 minutes. On this particular date, only 18 cars could be placed at a single spotting, as two of the hoppers in Elevator "C" were undergoing repairs. During this same period, in addition to unloading 105 cars, three ships were being loaded and one small schooner unloaded—all of this work being handled with the normal elevator force, 82 men for a day's shift.

When grain is loaded in cars, provision is made against leakage by the placing inside the ordinary sliding box car door of a set of boards known as a grain door. When cars are unloaded it is first necessary to remove this grain door, always a tedious undertaking and destructive unless great care is used. The removal of the grain door permits the grain in the center of the car to flow out the door and into receiving hopper, under track rails. The balance of grain is unloaded by means of power shovels, large scoops with ropes attached, which are carried to end of car by

workmen, embedded in the grain and hauled toward the door by the winding of the rope on drum. The time consumed in removing grain doors and unloading cars by this method is usually about 30 minutes for each.

From Railroad Car to Vessel

Figure 4 is a cross sectional view of elevator on which is shown the method of handling grain from cars to bins and from bins to vessels, which will help to give a clear idea of the operation. The receiving hopper into which each car is unloaded is connected to a bucket elevator known as a leg. This leg consists of a series of small metal buckets attached to a canvas belt, by means of which grain is elevated from receiving hopper to the cupola of elevator and there discharged into a small bin known as a garner. The garner in turn discharges by gravity into a scale, which is in reality a small bin supported on scale beams, and which provides record for checking weight of grain in each car unloaded. The main storage section of elevator is partitioned off into bins approximately 11 feet 6



Figure 3—Interior of Screening House

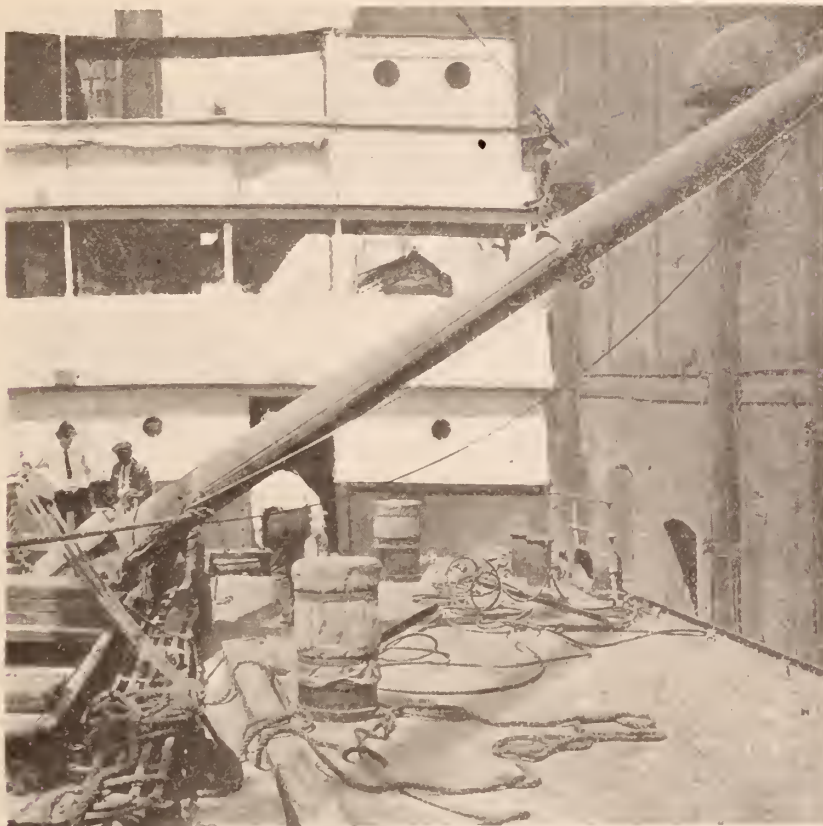


Figure 5—Typical gravity spout from elevator to hold of ship

inches square and 65 feet deep, and after being weighed, grain is delivered by gravity from scale to convenient bin which has been assigned for its reception. Each scale is arranged to reach approximately 12 bins by means of spouts.

When grain is taken out of storage for loading into vessels, gate at bottom of bin is opened and grain is spouted into a hopper in floor of elevator. Hoppers for this purpose are entirely separate and independent from hoppers provided for unloading cars, as are the legs, garners and scales which are used for the elevation, collection and weighing of grain for shipment—the process being a duplicate of that described for the unloading of cars, except that grain, instead of being discharged from scale into storage bin, is discharged into shipping bin. This is directly connected by long gravity spout on outside of elevator which leads into the hold of ship in adjacent slip. Method of spouting from elevator to holds of ships is shown in Figure 5. As each elevator structure has slip on either side, it is possible to load four ships at one time. During the month of April, 1921, 34 ships were loaded from these elevators.

Export grain terminals are usually so arranged that it is necessary to handle grain a considerable distance on a belt conveyor before same can be delivered to spouts which reach ves-

sels, but in this terminal, due to the direct connection with ships as above described, these elevators are today

unexcelled at any export terminal for speed in loading vessels, as has frequently been demonstrated by the delivery to a single ship of 45,000 bushels of grain per hour.

Other Facilities for Grain Owners

In addition to the mere unloading, storage and shipping of grain, other services are rendered for grain owners—one of the most important of which is the drying of grain. For this purpose modern grain driers have been provided adjacent to each elevator, which include conveyors for the delivery of grain to dryer, steam coils and fans for the drying of grain and its necessary subsequent cooling, and conveyors for redelivery of grain after being dried, into storage bins. These dryers have a combined capacity of 6,000 bushels per hour, and their importance can be realized when it is known that they have been in constant operation day and night since February 23 of this year, a night shift of 22 men being employed for this operation.

Grain From Bay to Elevator

A marine leg with a capacity of 4,000 bushels per hour is provided at the water end of each elevator. These marine legs consist of a telescopic bucket elevator which is lowered into the hold of a vessel and by means of

(Continued on Page 30).



Figure 6—Typical dust collection pickup

A Letter from E. T. Horn, General Supervisor Terminals, Describing One of the Most Important Improvements Ever Made In Operating Practice on The Baltimore and Ohio

May 23, 1921.

To the Editor,
Baltimore and Ohio Magazine,
Baltimore, Md.

Referring to your inquiry regarding terminal operation and System, Divisional and Through Classification as established on the Baltimore and Ohio Railroad:

Classification for our Eastern Lines was effected in May, 1919, and was extended to cover the entire System six months ago.

The classification now in effect, and which governs the make-up and movement of all freight traffic, including empty freight equipment, over the entire System, westbound and eastbound, is set out in comprehensive form in a book of 107 pages, under the title of "System, Divisional and Through Classification," bearing date March, 1921, included in which is an explanatory map of the main line and branches. In addition, what is called the "Field Classification Book for Yard Masters, Yard Clerks and Yard Conductors" is furnished for the guidance of each yard, detailing the classifications allotted to that particular yard.

As is well known, the beginning of classification of cars and trains occurs at the originating, or receiving point; and to achieve real and lasting results, there is required not only systematic methods of operation of yards and terminals, in every detail, but a complete knowledge of the operation of trains enroute, the territory covered, as well as a familiarity with the volume of business, large or small, received from patrons and connecting lines. With these essential requisites, the formation of any system, to bring about the needed and desired results, must be accompanied by the element of flexibility, so as to readily permit of the addition to or subtraction from the structure, as changing conditions demand.

Full returns from the inauguration of such a system will flow only through a rigid observance of its provisions, and the responsibility for that observance rests primarily upon the district and division officers and employes, with the assistance afforded by the four district supervisors of ter-

minals located one each at Cumberland, Md., Wheeling, W. Va., Willard, Ohio, and Cincinnati, Ohio, under the direction of the general supervisor terminals.

It is more than a pleasure to record that the Baltimore and Ohio is receiving the full value of its classification system, all officers and employes uniting in enforcing and maintaining it with cheerfulness and enthusiasm.

Briefly defined, classification means quick dispatchments, early deliveries, uncongested yards and effective economies, from which must necessarily follow new and increased business, additional revenues and an enviable reputation.

It means improved operation, by obviating unnecessary switching and expense; insures prompt and continuous movement not only of high class, but of all classes of freight traffic, as well as of empty equipment; proves a valuable aid to the Traffic Department by equipping them, in the solicitation of traffic, with the lever of dependable service; reduces freight claims; betters employes by systematic work, increasing their usefulness and enhancing their value to themselves; helps the shipper by delivering his goods on time; benefits the general public through prompt and efficient service; and, more than all, contributes to the success of the Company we serve by the economies incident to and improvements growing out of its operation, such as, for illustration, our ability to handle solid trains for a distance of 300 to 600 miles without "pulling a pin."

Some of the substantial benefits now accruing to the Baltimore and Ohio through the adoption and enforcement of the classification we are using are: Increased engine miles; increased car miles; decreased per diem; decreased overtime; decreased terminal time and minimum switching in all yards; quick and dependable freight service; satisfied shippers; and lessened liability to claims from delays in transit and opportunity for thefts by delays in yards.

Yours truly,
(Signed) E. T. Horn,
General Supervisor Terminals.

System, Divisional and Through Classification

The New Method of Handling Freight Trains Which Has Already Proved Its Worth

A NUMBER of years ago two officers of the Baltimore and Ohio were discussing the operation of freight trains. Said the one: "Freight trains ought to start on schedule time just like passenger trains, and sooner or later the railroads will come to this way of operating them."

"Do you think it can be done?" replied the other.

"Done—of course it can be done. If it can be done with passenger trains, why not freight trains? Today we may schedule a freight train to start at a certain time, but instead of

to move on definite schedules. It is equally well known that until the putting into effect of the System, Divisional and Through Classification, freight trains, including Q. D. and others, did not maintain their regular schedules, and for various reasons. The principal of these was that there was no consist or generally understood plan as to how these trains should be made up. Hence, at the different divisional points they had to be taken off the main track and put into the yards for switching and for being made up over again, largely in accord with the conditions

Baltimore and Ohio, No. 97, is now handled, will be illuminating.

Two consist forms are supplied for the use of the officers and trainmen involved in the handling of this new system. They are Form 871, printed on blue paper, for trains dispatched from yard to yard eastward; and Form 872, printed on yellow paper, for trains dispatched from yard to yard westward. Illustration No. 1 shows the top part of one side of the latter form.

These consists contain various tabulations covering the symbols used for slow freight, roof top equipment, open top equipment, quick dispatch, and a special consist for yardmasters and train dispatchers to show any special equipment moving in the train, such as dead engines, passenger equipment, live stock, etc.

It will be noted that the top of the westbound consist, as shown in Illustration No. 1, gives in the ruled spaces the names of some of the yards on the System from which trains are dispatched. On the other side of this form are printed in the same space the names of all other yards on the System from which important dispatchments are made.

Classes of Freight

This consist shows all classes of loading and equipment under the headings of: Loading (meaning all slow freight), denominated by the symbols shown in the illustration; Roof Top Equipment, taking care of empty refrigerator, box, stock and tank equipment; Open Top Equipment, taking care of empty coal, coke, mill gondolas and flat cars. All of these classes of loading and equipment have characteristic symbols, which are shown on the consist forms. The application of these

Form 872

THE BALTIMORE AND OHIO RAILROAD CO.
YARDMASTERS TELEPHONE
CONSIST OF TRAINS DISPATCHED
YARD TO YARD
WESTWARD

Dispatching Yardmaster { To Receiving Yardmaster { At _____ Yard

Engine No. _____

Left _____ Yard _____ M _____ 192

FROM	FROM	FROM	FROM	FROM	FROM	FROM
St. George	Baltimore	Brunswick	Pittsburg	Willard	Brunswick	Parkersburg
East Side and	all	Cummo and	all Yards and	and	Keyser	Cinti., Lville.
Wilamere	Yards	Cumberland	Connellsville	New Castle Jct.	Garrett	Sennott, Flora
						Shope

LOADING

Symbol	No. Cars	Symbol	Cars	Symbol	Cars	Symbol	Cars	Symbol	Cars	Symbol	Cars	Symbol	Cars	Symbol	Cars
AA		AA		BA		BA		BA		BA		PA		PA	

Illustration No. 1—Top of one side of Westward Consist Form showing some of dispatching yards and a few of symbols for "Loading" freight.

starting then it starts about then—which usually means half an hour or more later. If everybody understood that No. 97 was to leave a certain place at 10.00 p. m., it would leave at that time, instead of 15 minutes or half an hour late. In the first place everybody would expect it to leave then and maintain its schedule to destination; and if it didn't a lot of people would get all-fired busy to find out why—and to remove the "why" from further interference with the movement."

It happens that one of the two officers speaking was E. T. Horn, now general supervisor of Terminals. By the way, it was not he who told the writer this little episode. But it is Mr. Horn who has been the wheel horse in the planning and putting into effect of the System, Divisional and Through Classification, by virtue of which the handling by time schedule not only of No. 97, as predicted by the speaker, but also of all other important freight movements on the Baltimore and Ohio has been accomplished.

It is well known to all readers familiar with our Transportation Department that No. 97 and other important quick dispatch freight trains have for years been supposed

obtaining in the yards in question at that time and in accord with the judgment of the officers in charge. Very naturally delays thereby ensued, preventing these trains from making their schedules.

The Classification is built upon the Consist

The Consist is, therefore, the foundation upon which the System, Divisional and Through Classification is built.

A complete description of this new system would be impossible within the limits of space permitted here, but it is hoped that the following skeleton account, illustrating how a certain section of perhaps the best known quick dispatch train on the

Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars
Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
ALL 97's							
QD and 97	Brunswick Pittsburgh	Connellsville Pittsburgh	Brunswick New Castle Div.	Bwk. Willard Chicago	Willard Chicago	Bwk. Pkbg. St. Louis	Cincinnati St. Louis
Expedite	Symbol No. Cars	Symbol Cars	Symbol Cars	Symbol Cars	Symbol Cars	Symbol Cars	Symbol Cars
"	Y 1	Y 5	Y 15	Y 17	Y 21	Y 29	Y 39
"	Y 3	Y 7			Y 23	Y 31	Y 41
"		Y 9			Y 25	Y 33	
"		Y 11			Y 27	Y 35	
"					Y 37		
Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars
Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons

Illustration No. 2—Portion of Consist Form showing symbols for "All 97's" freight.

symbols is given in full in the book covering the System, Divisional and Through Classification, under the dispatchments therein shown from the various yards on the System.

Illustrating the New Practice with No. 97, Brunswick to Willard and Chicago

As it is impossible, on account of lack of space, to describe the operations of this system of classification for all kinds of loading and equipment, we will take, for example, the consist covering the movement of trains 97 as shown in Illustration No. 2.

It will be noted that this covers the movement of all 97's on the System from Brunswick, which is the main classification yard for all westbound movements.

In order to further simplify our problem we will take from the accompanying consist of 97's (Illustration 2), just that part covering the movement of No. 97 from Brunswick to Willard and Chicago, as given in columns 4 and 5. The question now arises as to how this is used in connection with the actual dispatchment of trains between yards.

Turning over the pages of the System, Divisional and Through Classification to pages 10 and 11, we find the instructions set forth in Illustrations Nos. 3 and 4, showing No. 97 as made up leaving Brunswick for Willard, and as switched at Willard and leaving Willard for Chicago.

Brunswick the Great Westward Classification Yard

The officer handling the making up of No. 97 at Brunswick is Terminal Trainmaster Shields. At other terminals on the System this job is handled by either the terminal trainmaster or the general yardmaster. At Brunswick the terminal trainmaster has a copy of the System, Divisional and Through Classification before him. Before freight trains arriving from the east for westward movement from Brunswick have arrived at Brunswick, the terminal trainmaster there has also received consists of these trains by wire. Knowing what they contain, he is, therefore, immediately on their arrival, prepared to switch the quick dispatch cars together for dispatchment on their various sections to destination.

All of the freight for the various sections of trains 97 originating at New York, Philadelphia, Wilmington, Baltimore and Washington is assembled at Brunswick and there classified into five sections of this train, which leave on certain schedules.

For instance, all of the freight for Chicago or Willard and beyond, is placed in one section and started from Brunswick, and this train is not broken up or switched again until it reaches Willard. It is permissible, however, to place in this train, at intermediate terminals, quick

dispatch cars destined to Chicago, or Willard and beyond

Maintracking Freight

This train is maintracked at all intermediate yards and terminals between Brunswick and Willard (similar to passenger trains, it only being necessary to change engines and cabooses, which is done on the main-track), and is taken into Willard yard and there switched and classified, so that when leaving that point it is made up for delivery at the various points of delivery in Chicago.

This same method is applied to all of our other quick dispatch trains destined to Pittsburgh, Cincinnati, St. Louis, Columbus, etc., as well as in the handling of many of our slow freight trains, and also in returning empty equipment to the mines.

There are pages in the System, Divisional and Through Classification which show how the other various sections of No. 97 and all other freight trains are handled from Brunswick and other dispatching points.

As soon as the section of 97 for Willard and Chicago, which we have chosen for our illustration, is dispatched from Brunswick, the consist of that train is immediately given by wire to the yardmaster in the first yard west of Brunswick, which is Cumbo. If the yardmaster at Cumbo has freight which, under the classification for 97, Brunswick to Willard and Chicago, can be added to that train as shown in Illustration No. 3, he adds it to that train on the main track and wires consist of this section of 97 as it leaves Cumbo, to the yardmaster at the next dispatchment point, which is Cumberland. He in turn follows the same procedure and so on until this section of 97 reaches Willard.

Conclusion

The conservative opinion of our officers is that the System, Divisional and Through Classification is an innovation, the results of which will mean not only a great saving in time and money in the handling of our freight trains, but also, by virtue of regular and quick schedules, an improvement in our service which will bring much business to the Baltimore and Ohio. It may seem to some of the veterans on our Railroad that an innovation of this kind would take a long time to perfect. As a matter of fact, it is hardly putting the case for it too strongly to say that it is now working at almost, if not quite, 100 per cent. efficiency all over the System.

- 10 -

ST. GEORGE - NEW YORK
TO CHICAGO
NO. 97

FOR ROUTES - JUNCTIONS
DIVISIONAL POINTS
Refer to SYSTEM DISTANCE CHART
LAST SHEET

BRUNSWICK TERMINAL
BUNCHING, GROUPING
and DISPATCHMENT

CHICAGO DIVISION
97

BRUNSWICK TO WILLARD

Classifi-
cation
Symbol

Y-17	Bunch all loading for Willard and beyond	For Cumbo, Cumberland, Connolesville, New Castle Junction to maintain and Willard to classify and dispatch
------	---	--

Note 1: When short of regular 97 tonnage, Brunswick will fill out with slow loading of Symbol Y-17.

Note 2: This train enroute between Brunswick and Willard may pick up Symbol Y-17, slow or fast and place in train regardless of standing for Willard Yard to classify and dispatch.

Note 3: If inefficient tonnage, slow and fast, to run New Castle Division Section, it shall be consolidated with Chicago Division 97 and be so maintained through to New Castle Junction and backed off.

Illustration No. 3—Page 10 from System, Divisional and Through Classification, giving instructions for the handling of No. 97 from Brunswick to Willard

- 11 -

ST. GEORGE - NEW YORK -
TO CHICAGO
NO. 97

FOR ROUTES - JUNCTIONS
DIVISIONAL POINTS
Refer to SYSTEM DISTANCE CHART
LAST SHEET

WILLARD YARD
CLASSIFICATION and
DISPATCHMENT

CHICAGO DIVISION
97

WILLARD TO CHICAGO

Classifi-
cation
Symbol

Y-21	Classify South Chicago	—	For Garrett to maintain	} To be backed off by 97's crew
Y-23	Classify Forrest Hill	—	For Garrett to maintain	
Y-25	Classify Robey Street	—	For Garrett to maintain	
Y-27	Classify Chicago proper	—	For Garrett to maintain	

Note 1: When short of regular 97 tonnage,
Willard will fill out with slow
loading Symbol Y-21.

Note 2: This train enroute will pick up re-
gular 97 freight at Garrett.

Illustration No. 4—Page 11 from Classification, giving instructions for the handling of No. 97 from
Willard to Chicago

Operating officers and trainmasters who have seen the way the system works out, are greatly enthused over it, and at our large dispatchment yards, and particularly at Brunswick, everyone believes in it absolutely and sees in it a remedy for many of the terminal operating diffi-

culties which have kept down our standard of performance in the past.

It goes without saying, of course, that any system, no matter how good, can only develop its greatest possibilities when those having it in charge are on their toes to give it a fair and thorough-going trial. If

the performance on the Eastern Lines for over a year, and particularly the past four months, when the Western Lines were included, are any indication of how this new system will work out on the Baltimore and Ohio in the future, it is safe to say that it will be an achievement which will be the pride of all our officers and employees.

Any readers of this article who wish to get additional information in regard to the operation of this system may do so by writing Mr. Horn, addressing him at the General Offices in Baltimore.

The Boo-ing of the Boomers

Signed "Boomers 'n Everything," credited to Newhouse, Sanders, Lyles and Frisby, and approved by Sprouse, Kalfas and Thompson.

Everybody works but the brakeman

And he sits around all day,

With his feet up on the boiler,

Forever in the fireboy's way.

The eagle eye looks for the signals

Up the stretch of track.

Everybody works on a hogger,

But the worthless head-end shack,
That darned old loafer.

The grabber gets the numbers,

And the tallow bails the coal;

The shack hangs out of the window

And watches the drivers roll.

When they get to a terminal

The fireman hits the hay,

Everybody has worked in our crew,

But the head admiral today,
That darned old loafer.



Mystic Shriners of Almas Temple, Washington, D. C., about to leave Union Station on June 10 with their families for their National Meeting at Des Moines, Iowa. The Baltimore and Ohio speeded them on their journey with a magnificent special train, a 60-foot baggage car, a coach, 5 twelve-section sleepers, 2 dining cars and a Pullman observation car, most of the equipment being new. They traveled our picturesque route to Chicago and from there went via the Chicago Great Western to Des Moines

Engineer Merkel and the 4401

Showing How a Good Engineer and a Good Engine Can Make a Mighty Good Record

THE table on this page gives the reason for this story. When the new 4400 type Mikados were put to work on the Cumberland Division last spring, the Management wanted to find out just what under test they were capable of handling in increased tonnage, and at a saving in fuel, water and other supplies. Engineer E. E. Merkel was given the 4401 and told that it was *his* engine until the test period was over. She was in no respect different from the other 4400 type engines doing the same kind of work, but special observations were made as to what kind of an efficient record she and her engineer could make.

The table tells the story, showing in brief that the 4401 made a saving of \$460.04 from March 9 to April 15, inclusive, over the other class 4400 engines doing exactly the same kind and amount of work, hauling freight between Keyser and Brunswick.

It also is interesting to note that for the first fifteen days of April the class 4400 engines saved \$3,902.34 for the same work done by the class 4800 engines during a similar period for the month of March. And that if all of the class 4400 engines had done as well as the 4401, the saving over the costs for the same work done by the 4800 type would have been \$6,601.46.

Greatly pleased over this interesting chapter written into the history of Baltimore and Ohio motive power by Engineer Merkel and his 4401, the Management had the record blue printed and sent out to various interested officers and employes as an indication of what was possible in the way of economies in handling tonnage with the new type Mikado. One of these blue prints was given to the writer with the suggestion that Baltimore and Ohio employes, and engineers and firemen in particular, would like to hear what Engineer Merkel had to say about the performance.

So I met him and the 4401 at Keyser at 7.00 o'clock one morning and rode with him to Brunswick, arriving about 2.30 o'clock. This was not the best performance by any means that he had made. We had our share of hard luck, breaking in two twice, each time, however, on account of bad draft gears and each one of them, by the way, caused by inadequate inspection.

On the day we made the run they were testing out a new valve gear. The dynamometer car was right behind the engine, Test Engineer Tappan and some of his men being in charge. All told there were six or seven men riding the engine. But every man had his job to do, Merkel at the throttle, Fireman Blamer sitting on the opposite side and watching the water, the mechanical stokers, the fire and the road, Fireman Jarvis filling up the measuring boxes with coal at inconceivably frequent intervals, and the test engineers sending

back messages to the members of their crew in the dynamometer car.

I have never ridden on an engine where the deck was so big and clean and comfortable. I have never ridden on an engine, not even of the passenger type, which rode the rails so comfortably. I have never made a trip where everybody seemed so unremittingly on the job and anxious to do his bit to make a performance.

We have just had a big clean-up on the Railroad, reaching places and uncovering things never before discovered in the most exhaustive pre-

Performance Engine 4401—Engineer Merkel— East End Cumberland Division, March 9 to April 15, Inclusive, Compared With Per- formance All 4400 Class Engines in Service April 1 to 15, Inclusive

ITEMS	ENGINE 4401	ALL 4400 CLASS
Number Trips.....	40	244
Gross Ton Miles.....	11,085,200	65,039,200
Train Miles.....	4,033	24,675
Total Hours Crew Time.....	276	1,855
Total Tons Fuel.....	564	3,854
Total Wage Expense (Engine and Train Crews).....	\$1,272	\$8,105
Total Fuel Expense (\$3.85 Per Ton).....	\$2,171	\$14,338
Total Wages and Fuel.....	\$3,443	\$22,943

UNIT VALUES

Gross Train Load.....	2,750	2.635
G. T. M. per Hour Crew Time.....	40,150	35,050
Lbs. Coal per 1,000 G. T. M.....	102	119
Wage Cost per 1,000 G. T. M.....	\$0.1150	\$0.1245
Fuel Cost per 1,000 G. T. M.....	0.1960	0.2280
Wage & Fuel Cost per 1,000 G. T. M.....	0.3110	0.3525

Engineer Merkel's saving over other 4400
Class Engines..... \$0.0415 per 1,000 G. T. M.
Or Engineer Merkel is entitled to credit for a saving of 11,
085,200 Gross Ton Miles at .0415 cts. per thousand
amounting to..... \$ 460.04
During first 15 days April the Class 4400 engines saving over
Class 4800 engines for month of March was 65,039,200
Gross Ton Miles x .06 cts. per thousand..... \$3,902.34
If all Class 4400 engines had performed as well as Engine
4401, this saving would have been 65,039,200 Gross Ton
Miles x .1015 cts. per thousand..... \$6,601.46

Office Assistant to Vice President,
Baltimore, Maryland, April 22, 1921.



Lower, left to right: George H. Richards, brakeman; M. Jarvis, extra fireman; C. E. Blamer, fireman of test concluding June 14; R. E. Merkel, son of engineer; E. Merkel, engineer; J. W. Stambaugh, fireman of previous test. Insert above: the 4401, with crew and test engineers, and dynamometer car attached; note protective covering on right front of engine, used to house test engineer taking indicator cards which show the steam distribution in cylinders at various points of the stroke

vious clean-ups. Perhaps, therefore, it was because my mind was thinking somewhat of a clean Railroad that I noticed that every man on the engine was a clean looking fellow. Every man apparently had had a shave that morning. Every suit of overalls fitted well and around each man's neck was pinned a clean, neatly folded bandana. Clean men, these, and they certainly kept the deck of the engine and the cab as clean as they were.

One usually does not find super-efficient work in dirty surroundings.

The crew was too busy to talk to me much on the trip and, being a "rank outsider" so far as locomotive operation was concerned, my observations during the ride perhaps don't explain much. I did notice, however, that Engineer Merkel kept feeding sand almost constantly on the rail, and especially on upgrades, in order to get the full benefit of the tractive power of the locomotive. I also noticed that from time to time he cursed her a bit. But I don't pass this on as a recommendation to other engineers.

This new 4400 type, by the way, is built practically the same as the next heaviest Mikado type, the 4800. The 4400 has more weight on the drivers to accommodate her increased tractive effort, which comes from addi-

tional steam pressure and superheating surface.

Fireman Blamer managed to slip this information to me during the trip about the sensitiveness of the records being automatically recorded in the dynamometer car on the operation of the locomotive. He said:

"If I put a shovelful of coal in the firebox, the instrument back in the dynamometer car shows it. If the steam pressure drops, the record of that is made. If I let the engine pop, the recording pen makes a note of it."

It just happened, however, that during this trip, there was no record made of the engine popping while she was running, because there wasn't a pop from Keyser to Brunswick, except when the engine was stopped because of the breaks in the train.

Reaching Brunswick and after Engineer Merkel had reported on, he told me some of his observations on the 4401:

"The principal thing in my mind in getting the best work out of an engine is uniformity in handling," he said.

"First, in cutting off the steam short and using it with more expansion, you use less fuel per unit of energy developed, as long as the expansion does not go above the lubricating capacity. Here you have to watch those three little gauges which

I showed you near the top of the engine cab, those little gauges filled with water and through which the oil rises drop by drop to lubricate the cylinders. We usually think of lubrication being effected by dropping oil in a downward motion and it is interesting to know that this method of feeding oil in drops upward through water (with its greater specific density than oil has), is the only satisfactory method discovered of lubricating cylinders.

"Second, water must be supplied the boiler in small quantities and frequently as you need it. If there is a sudden oversupply in the boiler, it takes more coal to heat it and then, with the oversupply of steam generated, the pop valves lift and the steam is wasted.

"Third, proper lubrication is most essential, and can only be brought about by a close observance of all oil feeding devices, thus getting free action from the engine.

"Fourth, having an engine given to you as your own, to study, learn and take care of, is in my mind one of the greatest helps in producing engine efficiency. I got to know the 4401 in a way that I couldn't have known it had I been switched from this engine to others of the same class. After her

(Continued on Page 34)

Current Railroad Problems Discussed By Vice-President Galloway at Brunswick Celebration

C W. GALLOWAY, vice-president, Operation and Maintenance, was one of the many officers present on May 10 at Brunswick to help celebrate the thirtieth anniversary of the opening of the Brunswick yards and, after a few preliminary remarks by the chairman, was called upon for the opening address.

He expressed his regret that President Willard, Senior Vice-President Shriver and Vice-President Fries were unable to attend on account of important engagements elsewhere.

He expressed his pleasure at being able to participate in the reunion of the Veterans, especially on the occasion of the thirtieth anniversary of the opening of Brunswick yards, because of the fact that, years before, he had been on the committee which decided on the design and location of the yard.

He touched in a pleasing manner upon the interesting parade of the Veterans and of the people of Brunswick to the picnic grounds and congratulated the citizens on the fine showing they made, and particularly upon the large number of costumed school children who represented with their teachers the fine educational system of the city. And he brought delight to many hearts by assuring them that the Baltimore and Ohio

would be glad to help in arranging for a playground for the children.

He spoke of the unfortunate business depression which struck the country with full force in December, 1920, but said that it was a natural result of the abnormal activity brought about by the war and that he believed that if everybody would keep their heads level and their feet on the ground, it would not be long before a more normal condition would obtain.

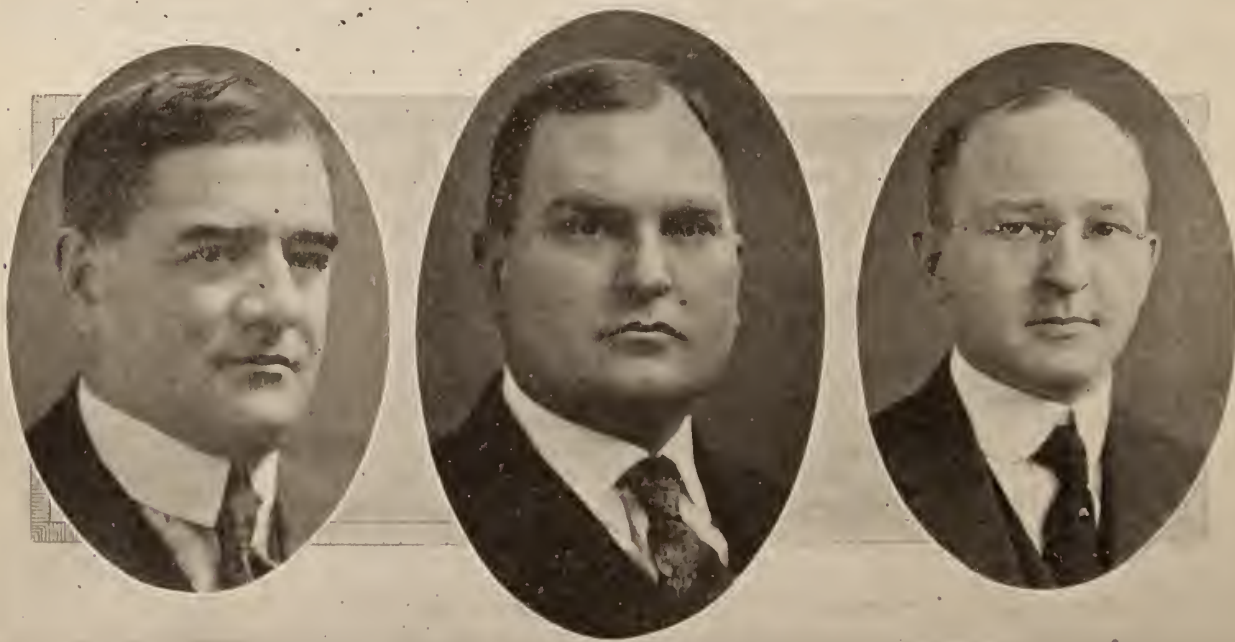
Mentioning the propaganda that is frequently spread with the apparent purpose of misleading the workingmen, he said that he did not anticipate serious misunderstandings on the Railroad because he believed the Transportation Act of 1920, under which the railroads are now operating, was a most constructive piece of legislation and, if given a proper trial, it would bring into effect a situation on the railroads satisfactory to all those connected with them.

He mentioned as of paramount importance to the railroad structure the necessity of the carriers earning sufficient money to pay their debts, reminding his hearers that without proper credit the railroads cannot function. And he said that he was sure that if the provisions of the Transportation Act of 1920 were carried out, with efficient management and good service on the part of

employees, it would mean a quick and satisfactory rehabilitation of rail transportation in the country. In this connection he emphasized his belief in the loyalty of the employees of the Baltimore and Ohio and especially of the Veterans, among whom he said he was proud to class himself.

He laid emphasis on the fact that the Baltimore and Ohio had no quarrel with its employees, nor intended to have any, and as to dealing with the communities which it served, he wanted the Road to be looked upon as a good neighbor and a law-abiding citizen.

He mentioned the criticism being directed against the railroads for having contracted for repair of cars at outside shops, and brought some figures on the Baltimore and Ohio to bear upon the subject which could not help but make all his hearers understand that the Baltimore and Ohio had done the right thing. He was particularly convincing in his statement that there was nothing whatsoever dishonest or unfair in this transaction, that arrangements for car repairs were made at outside shops when equipment was badly needed, when the repair facilities of the Baltimore and Ohio were inadequate to handle the necessary repairs, and when the employees of the Railroad objected to working nine hours per



Left to right: O. S. Lewis, Freight Traffic Manager, Baltimore, Md.; Golder Shumate, General Freight Traffic Manager, Baltimore Md.; Samuel House, General Freight Agent, Baltimore, Md.



Left to right: P. S. Phenix, Division Freight Agent, Cumberland, Md.; George S. Harlan, Assistant General Freight Agent, Baltimore, Md.; J. L. Hayes, Division Freight Agent, Baltimore, Md.

day, as requested by the Management, in order to increase the number of cars repaired.

In closing he assured the Veterans of his deep confidence and belief in them and of his pride in being a member of their association. He suggested that there were many before him so old in the service as to be eligible for

membership in the Veterans' Association twice over and that with such men handling the work of the Baltimore and Ohio he felt no fear for the future of the property. He said that he was as proud himself to be an employe of the Baltimore and Ohio as he was proud of its employes and the work they were doing.

C. H. Pumphrey, division freight agent, Youngstown, Ohio, vice Mr. Doggett.

F. M. Jordan, division freight agent, Charleston, W. Va., vice Mr. Strachan.

J. R. Brown, division freight agent, Grafton, W. Va., vice Mr. Jordan.

Golder Shumate Made General Freight Traffic Manager

Other Promotions and Changes

EFFECTIVE JULY 1, the following promotions and changes were made in the personnel of the Freight Traffic Department:

Golder Shumate, general freight

traffic manager, Baltimore, in charge of all freight traffic except coal, coke and ex-lake ore.

O. S. Lewis, freight traffic manager, Baltimore, vice Mr. Shumate.

W. W. Blakely, general freight agent, Pittsburgh, vice Mr. Lewis.

Samuel House, general freight agent, Baltimore, vice W. F. Richardson, who was recently made assistant freight traffic manager in New York.

Samuel Strachan, assistant to general freight traffic manager, Baltimore.

George S. Harlan, assistant general freight agent, Baltimore, vice Mr. House.

A. L. Doggett, assistant general freight agent, Pittsburgh, vice Mr. Blakely.

J. L. Hayes, division freight agent, Baltimore, vice Mr. Harlan.

P. S. Phenix, division freight agent, Cumberland, Md., vice Mr. Hayes.

Charles M. Shriver Promoted to Superintendent, Baltimore Terminals

ON JUNE 1, Charles M. Shriver, assistant superintendent of the Baltimore Terminals of the Baltimore and Ohio Railroad, was



C. M. Shriver
Superintendent, Baltimore Terminals



P. G. Lang, Jr.
Engineer of Bridges

promoted to superintendent of terminals to fill the vacancy made recently by the advancement of F. G. Hoskins to superintendent of the Baltimore Division.

Mr. Shriver is 28 years old, having entered the service of the Baltimore and Ohio 11 years ago as a machinist helper at Mt. Clare shops. After serving his apprenticeship, he was a machinist at the Riverside shops, later becoming inspector of fuel. On April 1, 1916, he was promoted to assistant road foreman of engines at Cumberland and in March, 1917, became trainmaster of the Philadelphia Division, afterwards going to the Ohio Division in a similar capacity.

Mr. Shriver was furloughed in July, 1918, for military service, immediately sailing for France, where he served as lieutenant with the railroad engineers in handling the heavy rush of troops and materials. He returned from abroad in May, 1919, immediately resuming service with the Baltimore and Ohio as trainmaster of the Wheeling Division, at Wheeling. He became assistant superintendent of the Baltimore Terminals July 1, 1920, and continued in that position until his recent promotion.

Philip George Lang, Jr. Now Engineer of Bridges

PHILIP GEORGE LANG, JR., was recently promoted to the position of engineer of bridges, succeeding Walter Scott Bouton.

Mr. Lang was born at Philadelphia, Pa. His education was obtained at the Northeast Manual Training High School and the University of Pennsylvania, where he was graduated in 1905 with the degree of bachelor of science in civil engineering.

His first practical experience in bridgework was acquired at the Pencoyd plant of the American Bridge Company. His railroad service commenced in March, 1906, when, in the capacity of bridge designer, he entered the organization of the South & Western Railroad, now the Carolina, Clinchfield & Ohio Railroad, at Johnson City, Tenn.

In December, 1907, he became a member of the bridge organization of the Baltimore and Ohio, as assistant engineer. In December, 1917, he was promoted to the position of chief bridge draftsman, and, on August 1, 1918, to that of assistant engineer of bridges, which title he has retained until his present appointment.

Since October, 1919, Mr. Lang has been in complete charge of Baltimore

and Ohio bridgework. During this interval, the Lane-Galloway mechanical trimmers in use at Curtis Bay Coal Pier have been installed, and the Allegheny River Bridge at Pittsburgh, Pa., reconstructed.

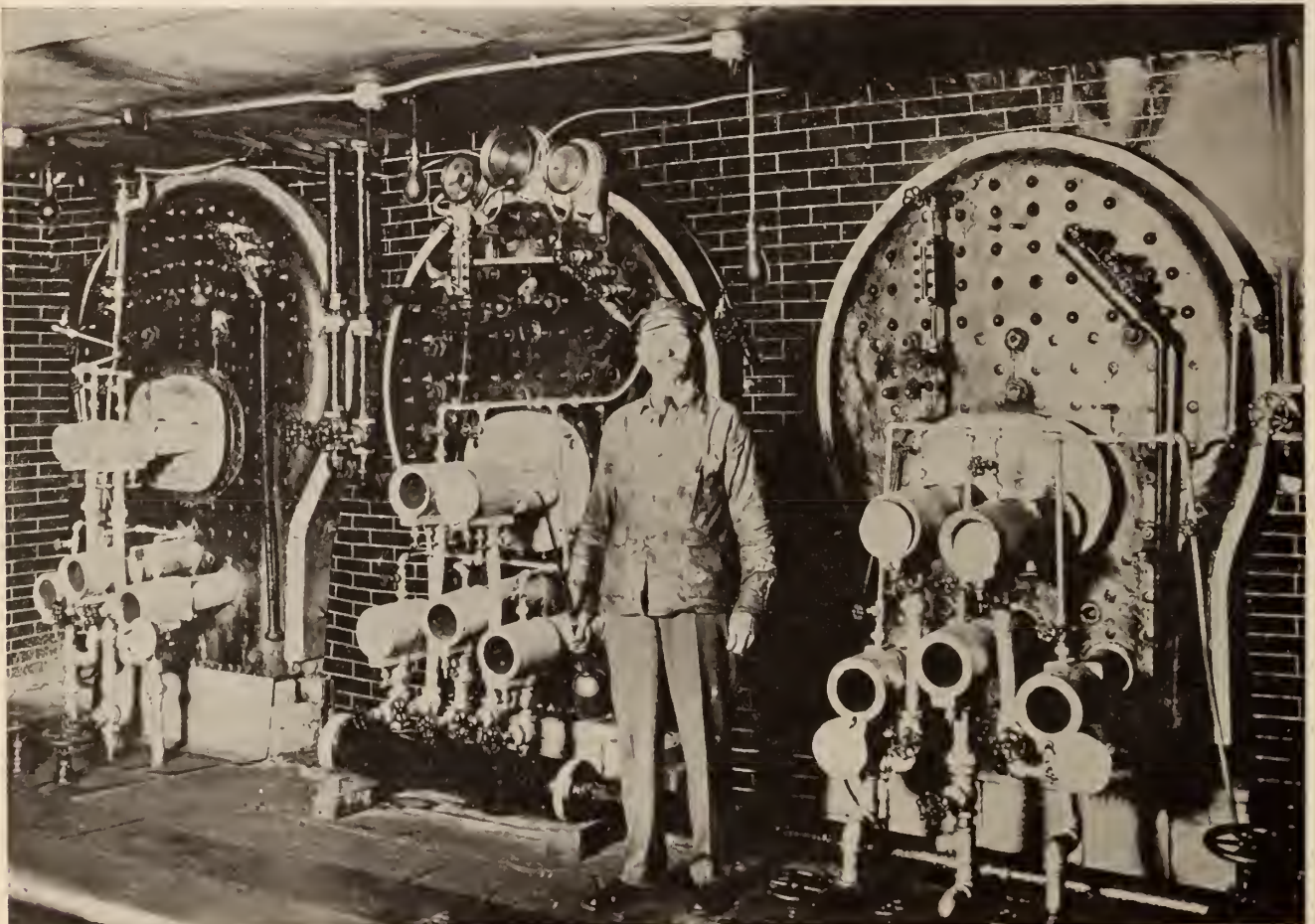
In addition to the work already mentioned, Mr. Lang has, during the period named, handled current bridgework, which has included several important structures, among which may be mentioned the new bridge crossing the Great Miami River, at Lawrenceburg, Ind., work on which is now under way.

Mr. Lang is a member of the American Railway Engineering Association, and an associate member of the American Society of Civil Engineers.

Operating Department Promotions and Changes

Effective June 1, E. J. Sweeney was appointed division master mechanic, Chicago Division, headquarters Garrett, Ind., vice W. F. Moran, resigned.

Effective June 1, C. M. Newman was appointed division master mechanic, Illinois Division, headquarters Washington, Ind., vice E. J. McSweeney, transferred.



"The cleanest boiler room on the Eastern Lines," said General Manager Scheer of this one, in charge of J. M. Dillon, Stationary Engineer



Though not a smoking car, this one is full of smokes. This picture, with that of another similarly decorated Baltimore and Ohio car, was used as an advertisement for the Cigar Company in the "Cleveland Plain Dealer" of July 9

Wheeling and Ohio River Divisions Consolidated

On June 15, the Wheeling and Ohio River Divisions were consolidated and will hereafter be known as the Wheeling Division. C. B. Gorsuch was appointed superintendent, and the following other appointments were effective the same date:

A. H. Woerner, division engineer, headquarters, Wheeling, W. Va.

L. E. Haislip, assistant division engineer, headquarters, Parkersburg, W. Va.

F. A. Baldinger, master mechanic, headquarters, Wheeling, W. Va.

J. W. Root, trainmaster, Ohio River Sub-Division, headquarters, Parkersburg, W. Va., vice F. C. Moran, assigned to other duties.

C. Crawford, road foreman of engines, headquarters, Wheeling, W. Va.

M. J. Tighe, assistant road foreman of engines, headquarters, Parkersburg, W. Va.

J. M. Dillon is an A-1 Stationary Engineer

On a recent visit to Parkersburg, W. Va., E. W. Scheer, general manager, Eastern Lines, inspected the Low Side Shops and found the Boiler Room to be the cleanest on the Eastern Lines. He was so much impressed by the splendid showing made there by the man in charge of this boiler room, J. M. Dillon, stationary engineer, that he complimented him on his fine work and had a picture of him taken with his "pets" behind him, and sent it to the MAGAZINE for reproduction.

Mr. Dillon entered the service as a fireman on April 15, 1887 and became an engineer in 1892. He went into the Motive Power department as a stationary engineer in 1916 and has been handling his present job for upward of three years. Gas is used as the fuel in these boilers under the supervision of Mr. Dillon. We congratulate him.

Advertising the Commodity and the Carrier

The accompanying picture shows a carload of cigars shipped to the George B. Scrambling Company of Cleveland via the Baltimore and Ohio from Philadelphia. The consignee had the photograph taken and has used it extensively in advertising the cigar in the *Cleveland Plain Dealer*, incidentally giving some nice newspaper publicity to our Railroad. The shipment was arranged by C. H. Pumphrey, formerly district freight agent at Philadelphia and now division freight agent at Youngstown, Ohio, and by Freight Representative H. J. Glancy at Cleveland, third morning delivery being made from Philadelphia.

To the left rear of the picture may be seen a portion of the Superior Avenue Viaduct in Cleveland, for the construction of which the Baltimore and Ohio hauled a large part of the material. The Kirby Building, in which our Traffic Department formerly had its offices in Cleveland, is also faintly shown in the background.

We are indebted to Assistant General Freight Agent J. C. Kimes, of Cleveland, for the picture and the story.

Erratum

On page 15 of the May issue of the MAGAZINE, in Mr. Angier's article on timber preservation, in the table printed at the top of the page, last column, the figure 15 should have been .5. We regret the error.

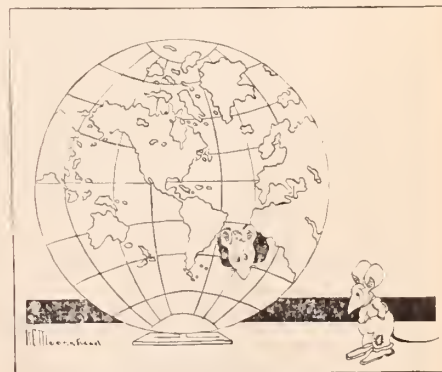
After Faithful Services Appreciates Pension

DAYTON, OHIO,
June 26, 1921.

Mr. W. J. DUDLEY, Superintendent, Relief Department, Baltimore, Md.

My Dear Sir—I wish to thank the Baltimore and Ohio Railroad Company, Mr. Dudley and the Pension Committee for granting me the favor of a pension after a service of years for them. I have tried to be faithful and now feel that my services have been appreciated.

With regards,
(Signed) FRANK C. PEASE,
Pensioned Engineer,
Toledo Division.



Where in the world have you been?

The Bargain of "Bummy" Blake

By Frank Kavanaugh

THE Western Valley Railroad is, perhaps, not as long as some roads, but it is just as wide. It serves a busy industrial district and its cars are so well known that, to the "stingers" around the various yards, they are known by a nickname. When a road reaches this stage it has slipped out of its swaddling clothes and reached a point where it is a real commercial highway.

The general superintendent, Morris, sat in his office chair the morning after the night before and looked through a bunch of notes he had gathered the evening previous. For it had been a meeting of the road's shippers, ostensibly to talk about rates and services, but really to discuss business in general of the town in which the meeting was held, for it was engineered by the local chamber of commerce. And the general superintendent, like a man who wishes to gather all the information possible, had made notes. He searched through a dozen penciled pages of a small notebook and tore out two of them. Then he touched a bell, and half a minute later a clerk entered.

"Good morning, Jones," he said. "Do you, by the way, happen to know a switchman by the name of 'Bummy' Blake?"

"No, sir," the clerk replied, "I'll look him up if you wish me to."

"Do so, and let me know his whole record." The clerk left the room and Morris talked softly to himself: "When a switchman gets favorable mention in a crowd like that of last night, it's time the executives learn something about him. Not one of them gave me credit for a thing on the whole road, while here is a switchman I've never heard of before, who gets special mention from two of our biggest shippers. Must be a comer!"

An hour later a clerk entered and laid a sheet of paper before Morris. It was neatly typewritten and headed: "Service Record of William McCallister Blake."

The superintendent glanced over it, commenting audibly as he did so:

"Started with us in 1912—umph! Ray Yards, South Yards, Industrial Drag; now at Johnson's Ferry. Born in Arkansas—single—umph!"

Again Morris touched the bell and the same clerk entered.

"Arrange for a pass for Switchman William McCallister Blake, now at Johnson's Ferry. I want to see him here—tomorrow, if possible."

"Yes, sir,"

"And send him right in."

"Yes, sir."

It was almost noon the following day, when the clerk entered the office of General Superintendent Morris and announced:

"Switchman Blake is here, Mr. Morris."

"Show him in."

A freckled-face, red-headed young man entered the office, hat in hand and smiling.

"I'm Blake," he said. "You sent me a perambulating pasteboard and I'm here."

"Sit down, Mr. Blake," the superintendent said. "The other evening, while at a dinner given by the Grant City chamber of commerce, I heard of you."

"It's surely nice of those birds to mention me," the switchman said, meeting the eyes of his superior squarely. "What were they mentioning me about? Was it someone I'd been shooting craps with?"

"No. I heard no mention of you in connection with games of chance. It was—" The old man hesitated. Blake filled in.

"Shooting craps with some men ain't no game of chance—it's exercise in connection with receiving a donation."

The superintendent did not note the interruption. He consulted the two pages he had torn out of his notebook.

"The traffic manager of the Western Automobile Agency told me something about how you criticized his company's manner of unloading cars. You suggested a different way. It resulted in quite a saving."

"Sure!" Blake exclaimed. "Sure! Those ginnies were using those big automobile cars—open at the end and all that—and then taking the sure-death machines out the side doors because they hadn't an end loading platform. So I went up and braced the main guy of the works."

"Don't you want to hire seven or eight more men?" I asked, to start the talkfest.

"Half the men I've got now are not working," he returns.

"They're working all right, all right," I said, "but they're trying to make a seven with a pair of dice that hasn't anything but sixes on them. To talk to you in plain Arkansas, you're trying to shove a needle

through a camel or a camel through a needle's eye and it won't go. The Bible says so."

"The big cheese of the program looked at me as if he was about to exercise his thinktank. 'How would you do it?' he asked."

"Spot the cars about fifteen feet apart; make a three-cornered loading wharf, a false one, so to say, and run 'em out the end."

"He practiced exercising his gray matter a second or so and then said: 'I'll try your plan tomorrow, and if it's good you'll hear from me.' Then he took my name and now he goes and reports me."

"He did," Morris said. "How about the manager of the Sonken Iron Works?"

"A big man with billygoats and a bay window?" Blake asked.

"The gentleman wears a beard, but I am not sure I understand the reference to the window."

"I mean he bulges out at the equator so much that he has to use wireless to find out if his shoe strings are tied."

"He is rather portly," Morris admitted. "He told me something about your volunteering him a good bit of advice."

"I had to. He's skipper of that big plant that buys anything that's iron and heavy and takes it to the yards and cuts it up and classifies it and then ships it to some factory that makes guns or cylinders or bridges out of it. He had two switches. We shoved the loaded cars in on one of them. His men unload the junk and then we go and pull as many cars as are unloaded so as to save him demurrage. Sometimes there's only one or two cars at the far end of the string unloaded and one or two in process of unloading. We have to pull the drag a long way to get the empties out, and the men unloading the cars ride back and forth, loafing like a congressman on an investigating committee. So I blows in one day when we were after pulling the cars. It had taken us about an hour to get out there and back, as we had a long drag and had to go clear up to the "Y" and we were blocked in there by number 12 about twenty minutes. So I blows in and says to the old bird:

"Why don't you save ten of your men's time for an hour each day? At 50 cents an hour you've lost just a nice little clean five-plunk bill."

"The old man pricked up his ears at the mention of the five bones, just as if it had been an anti-fat remedy and felt of one foot with the other to see if he had forgotten to put on his shoes that morning."

"How can I save five dollars? How?"

"I never saw a man so anxious to annex a five spot in my life. I told him:

"You've got plenty of old relay-ing rails here in your junkshop. Lay a track around so that the cars can be shoved clear around after they are empty. Your men can shove a car easy. Then you can load them and pull 'em out. And all the while your men won't be riding up and down in a half unloaded car with their pay going on."

"You're right, my man," he said, feeling with his left heel to see if the corn on his right foot was there or if he was resting his foot on a nail. "You're right; if we can get a curve in there that the cars can make without derauling. I'll see my engineer."

"No," I says. "See the man who squints through a telescope on a kodak stand and wigwags his hand at a kid holding a telegraph pole with red bands painted on it."

"Engineer," he came back with.

"No," says I. "An engineer is a hoghead and a hoghead isn't supposed to know anything but how to strongarm a johnson back and forth. Why, I've seen 'em know so little that they tried to borrow chewing tobacco off a stinger."

"Well, my man," he says at last. "I'll see what I can do and if it proves a success, I'll let you know." And he takes my name and now he goes and reports me. What do I get?"

Morris smiled. "I'm going to give

you ten days—that is, ten day's vacation. Tomorrow there's a sort of railroaders' picnic down at the park. I want you to go out and get acquainted with all your fellow employes. Your pay will go on just the same. You've made two good friends for the road and both these men are big shippers. They appreciated the suggestions you made, and as you are a part of the road's personnel the merit of your interest in the shippers' welfare redounds to the company. So we owe you a little vacation. Meet as many of the others as you can, study out new ways to help our patrons and some day you'll have men under you, too. Be sure and come to the picnic."

"I'll come," Blake said, as he jammed his hat on his head. "I've got a good set of bones here, but I'll leave 'em at home, as I'd hate to see my fellow employes do the pedestrian act."

"Leave your bones at home—why?" asked the astonished superintendent.

"I've got a pair of bones here that'll come seven every time—and it'd be a shame to make all them

guys walk home from the picnic for want of car fare."

Morris touched the bell to summon his stenographer, smiling as he did so.

The afternoon following the superintendent arrived at the park shortly after luncheon. His daughter, with some friends, had arrived earlier and he made the rounds of the picnickers in search of her. His attention was attracted by a small group of ladies under a tree in one corner of the park. Thither he directed his steps. Before he reached the group so that he could see 'over the heads of the ladies he realized they were being entertained by William McCallister Blake. The limb of the tree was his stage props. A hand grasped the limb and the superintendent saw a red head follow it up; then a body curl more or less gracefully up.

"That is a trick I learned while braking on the Oroyo road, down in South America. When they made the cars for that road they intended to train monkeys to do a brakeman's work, so they put only one grab on for a side ladder. You've got to glom the grab, and draw yourself up, swing your feet above your head to where the handle was put for the monkey to catch with his tail; then you're on top of the car."

Suiting the action to the word, Blake put one of his feet over a limb and assumed a sitting posture. Then he leaped to the ground.

"Why didn't they use monkeys for brakemen?" a girl's voice asked, laughingly, and the superintendent recognized the voice as that of his daughter.

"They found the monkeys had too much brains," Blake replied with a laugh that took all the sting out of the words, and Morris caught himself smiling. Just as the switchman was preparing for another stunt, Morris found a way through the throng and Blake saw him and waved his hand.

"Enjoying yourself, Mr. Blake?" Morris asked.

"Sure thing," he replied. "Some real human people here when they get to know you."

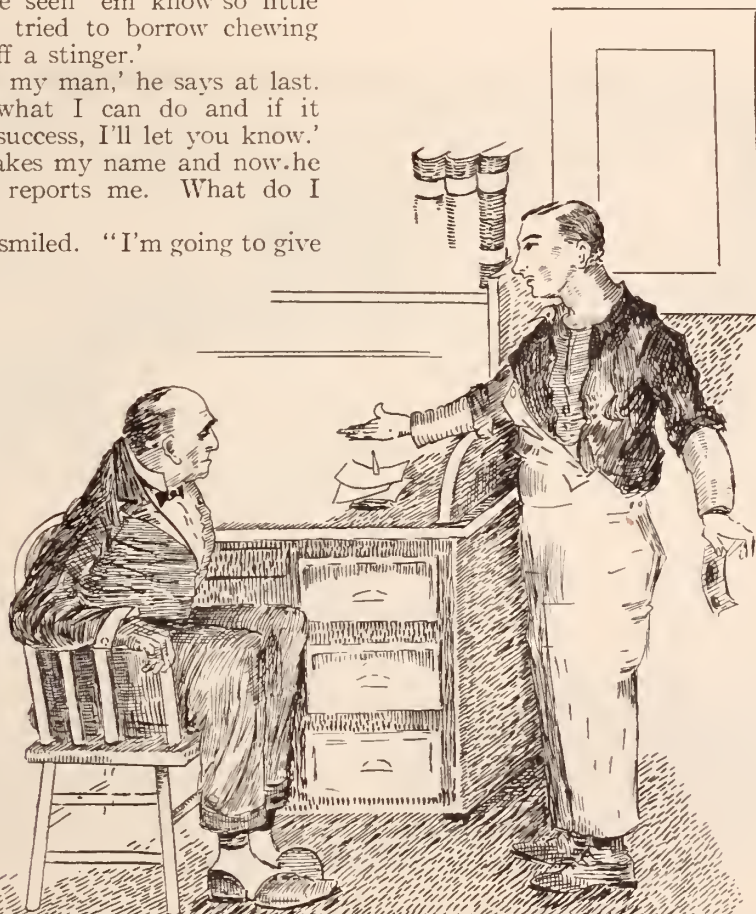
The group began dispersing. Blake walked away with Morris.

"Were you ever in South America?" Morris asked.

"No, sir. Never any closer there than Arkansaw. But there was some pretty girls there and I wanted to see that they got some vaudeville mixed in with the picnic."

"I see," the superintendent said.

It was the day following the picnic.



HEISER

"Shootin' craps with some men aint no game of chance—it's exercise in connection with receivin' a donation."

Superintendent Morris telephoned for his car and his daughter drove it to the office. He stood in the office window watching its approach. As it drew near he noted that the seat usually occupied by the chauffeur was held by one William McCallister Blake. As the car parked in front of the office Blake jumped from it, bowed to the girl and walked down toward a switch shanty.

During the ride home, nothing was said of Blake. The next evening the act was repeated.

"Is Mr. Blake amusing?" he innocently asked his daughter, as she guided the car homeward.

"He's delightful company — so original—he says things in a way no other man can."

"H-m-m-m." Morris made no other comment.

It was nearly lunch time the third day after the conversation with his daughter that a clerk entered the office of the superintendent and said:

"Mr. Blake wishes to speak to you. He says it's very important. Wants to see you before he boards the 2.20 for home."

The clerk conveyed the desired permission and Blake entered. He appeared ill at ease, and passed his

hat from hand to hand as he stood nervously by the desk.

"The fact is, Mr. Morris, I want to marry?" he exclaimed.

The usually stern face of the superintendent became sterner. He recollected the incidents of the motor car rides.

"You red-headed scamp—" he began.

"And she says she'll have me if I can get you to transfer me somewhere near this burg. I asked your daugh—"

"What!" Morris rose to his feet, his face white with anger.

"—ter and she said I'd better ask you; that you had a pull, all right, all right."

Morris sat down again, reason cooling his anger. "But see here, Blake," he said. "I've other plans for—"

"It's your daughter's—"

Morris jumped up again.

"—what you call her? Mo-dis-
The lady who fixes your daughter's fine dresses and hats. She's a peach, and if it hadn't been for her that picnic would have been as dull as playing poker with a blind man."

Morris sat down with a sigh of relief.

"Oh, you mean Miss Williams,

Blake. You're lucky, man. She has a good business and a little money in the bank, too, if I'm not mistaken. At least she should have, judging from the bills she sends me. And you want a transfer to this city?"

"Sure thing. Met her first at the picnic. Met her at your house. Borrowed your car from Miss Morris to take her riding. I owe you for the forty quarts of John D's life blood I used while I was hog-heading that car around with one hand, while the other was around—. But let it go. I've got some dough planted, too. Have me transferred here and I'll talk up those ginnies that bother us loading and unloading cars for the poor switchmen to bump about until this road'll have to have shay engines to pull a drag. Do I get the transfer and, paregorically, the girl. That story of mine about shootin' Arkansaw golf with the two little dotted bones was like the story about South America. I've got the first penny I ever had—swallowed it. Am I transferred? What?"

"I think I can arrange a transfer Blake," the superintendent said. "And I wish you luck."

"Thanks. But you can't wish luck on a guy. He's got to go out and get it."



Large combination freight and passenger steamers of the Matson Navigation Company are using our piers at Locust Point as their berths on the Atlantic Coast. The Buckeye State and the Hawkeye State, twin steamers, are seen in the picture, lower left. Lower right, Captain John I. Diggs; upper left, the stewardess and two of the entertainers; upper right, a group of the officers, all of the Hawkeye State. This boat sailed on June 25 for Hawaii, via Havana, the Panama Canal, Los Angeles and San Francisco; it will return to Baltimore by the same route. The Buckeye State will leave for the same trip on July 30. Despite the loss in foreign trade caused by the cessation of the large amount of German shipping that came to Baltimore before the war, this port is attracting the increasing attention of shipping interests all over the world. Its splendid natural facilities, the deep channels to new pier facilities, its favorable freight rates from the large industrial centers of the middle west and the extensive program of harbor improvement projected by its municipal authorities, make Baltimore a port to be reckoned with in the competition for world trade.

Have You a Disabled Buddie in Your Shop?

You May Be Entertaining An Angel Unawares

THERE is a great and natural difference of opinion throughout the country as to what should be done in the way of adjusted compensation for most of those who saw service in the uniform of the United States during the World War.

There is practically *no* difference of opinion as to what should be done for the disabled ex-service men. People are unanimous in agreeing that they should have all that the Government can possibly give them in the way of compensation and training to fit them for a future, useful to themselves and to their fellow men. There are few of us who would not be willing to dig deep in our jeans to help succor a disabled veteran of the World War who needed our help.

Most men worthy of the name are unwilling to accept charity except in the direst necessity. Hence the Government realized even during the war that it would have to make adequate provision for restoring all disabled veterans to a measure of usefulness; to make them as nearly 100 percent men as when they went over the top, or as they were when they were engaged in a trade or other occupation before joining the colors.

As a result, the Federal Board for Vocational Education was given the facilities under a law approved by President Wilson on June 27, 1918, to prepare plans for the training of disabled veterans, as soon as they were ready for this training.

Soon after the work started, it was realized that the many different kinds of disabilities, incapacitating men in so many respects, would cause a demand for a large number of different kinds of vocational training. And this fact developed the further situation that there were not nearly a sufficient number of schools throughout the country to afford the many necessary kinds of training needed.

It therefore became necessary for the Federal board to use the facilities for practical training offered by the industries of the country, and the railroads were naturally looked to for their share.

It was also realized that the question of training men in shops in which labor was organized, should be discussed with the railroad labor organization. This was done and, as a result, the Director General of Railroads, after agreement with B. M. Jewell, acting president of the Rail-

way Employes Department, American Federation of Labor, sent a letter to the Regional Directors of the Railroad Administration, covering the arrangement for the training of disabled men in railroad shops, in the following paragraphs:

1. Only disabled men who are trained by the Federal Board for Vocational Education are covered by this arrangement.

2. Each of these handicapped men will require special consideration in the light of their particular circumstances; every case will be taken up separately by the representatives of the Federal Board with the representatives of the shop employes and the shop management, with a view to reaching a complete understanding of its circumstances and the establishment of thorough cooperation in arranging the details of the training.

3. As these men will require a special character of training they will not be considered as apprentices, but will be admitted to shops for the purpose of such special training as their injuries or circumstances require, irrespective of the number of apprentices in the shop or on the system.

4. If for any reason there is a failure to reach a satisfactory understanding locally, concerning the training of any disabled man, as herein provided for, the case will be taken up immediately with the Railway Employes' Department and the Central office of the Federal Board for Vocational Education in Washington, D. C., for adjustment.

5. Each man while in training under this arrangement will be paid at the rate of twenty-five (25) cents per hour, irrespective of the amount received by him as training pay from the Federal Board for Vocational Education.

6. No man in training under this special arrangement will be permitted to work overtime or on legal holidays, nor will his course of training be governed by apprenticeship regulations, but otherwise he will be required to observe the rules and regulations of the shop.

7. Each man at the completion of training will be as free to accept employment where he is trained as elsewhere, as circumstances may require and opportunity presents itself, but if he continues in the service as a workman he will be paid the prevailing rate from the date upon which his training is completed.

This plan is approved by the Railroad Administration, and beginning at once disabled soldiers and sailors may receive vocational training in railroad shops in accordance therewith, under the direction of the Federal Board for Vocational Education.

It must be clearly understood that men receiving such training will be under the control of the proper officials of the company, will be required to observe the rules and regulations of the shop where employed, and will be subject to the usual discipline when such rules and regulations are violated.

How friendly the representatives of organized labor who had a part in this arrangement were to the plan for the training of disabled veterans, may be seen from the following paragraph in the letter sent by their committee and by Mr. Jewell and Mr. John Scott, their secretary-treasurer, to their lodges:

We are pleased to advise of a satisfactory understanding on this important matter, and feel assured that our membership will gladly cooperate to the fullest extent in making for the complete success of any and all measures having for their purpose a helping hand to those men who have given so much in the service of their country. It is but a small return for the sacrifices they have made. We appreciate the fact that the best we can do is none too good; let us therefore see to it that these men are given every opportunity to place themselves in a position to earn their livelihood, and not have to depend upon public charity.

This arrangement is set forth here in detail so that our employes may understand clearly that the manner of placing trainees in the shops of the Baltimore and Ohio and other railroads, cannot in any way militate against the positions they hold in the shops or against the tenure of their jobs. The case of each trainee is first investigated by the shop committee, and, if it is approved, as it almost

(Continued on page 35)

Were You Disabled During the War?

It is believed that there are a few men working for the Baltimore and Ohio who were in uniform and were disabled during the war and who have not yet gotten in touch with the Federal Board for Vocational Education.

Such employes are urged to write to this board in Building C, Sixth and B Streets, Southwest, Washington, D. C., to describe their disability, and what they are doing on the Railroad.

It is possible that there are opportunities offered through the Federal Board to such men, of which they have not heard, and it is the wish of the Board and of the Government that such men take advantage of these opportunities.

Get your share of the things provided for you by your country. Write the board in Washington today!

Over Fourteen Hundred Carloads of Freight and Many Passengers Secured in Solicitation Campaign to July 2

GOOD progress has been made in the solicitation campaign since the last issue of the MAGAZINE went to press. The Veterans are still in the lead but many other employes have reported results, an examination of the following list showing even the names of a number of women employes who have gone out and done their bit.

The thing to be remembered now is that the campaign is still on and will continue to be on until our business has increased to such an extent that it takes every minute of our time and effort to handle it, and when the necessity for the system-wide effort in solicitation will be over, for the time being, at least.

Have you a friend who ships or receives goods? Have you another who rides trains? Do you believe in the service of the Baltimore and Ohio? There is only one answer for most of

us employes and that is to connect up these factors and put our Railroad in the lead in the securing of competitive business during this period of depression.

BUSINESS SLOWLY INCREASING

Cars loaded and received from connections on the Baltimore and Ohio for May and June are as follows:

Including May 30.....191,618
Including May 31.....199,594
Thirty days of June.....207,466

The 30 days of June as compared with the 30 days of May thus show an increase of 8.2 per cent. It is unquestionably true that the individual solicitation by Veterans and other employes has had some influence in bringing about this encouraging showing.

There are splendid opportunities now for continuing this good work, especially in getting your friends to ride the picturesque route of the Baltimore and Ohio on their vacation.

We are not working without encouragement. The adjoining figures are as refreshing as the sight of a home terminal to a tired train crew, and should speed us up to renewed effort.

There have been other encouraging signs, as witness a letter from a committee of employes in the General Freight Claim Department in Baltimore to C. C. Glessner, their chief, pledging the assistance of everybody in that department to increase business through personal effort. The proof of what this meant may be found in the accompanying tabulated lists, several orders for the shipment of goods coming as the result of this letter.

The Management appreciates this fine spirit on the part of all employes, and our Traffic Department will be glad to help when called on for rates or special information necessary to get business.

We are a long way from normal business, but we will attain it so much the sooner if we will all remember that the employment situation on the Railroad depends almost altogether upon our speed in getting there. Other railroads have gotten busy in spreading this story of system-wide solicitation, but with the start that we have secured, they won't be able to catch us if we only keep going.

Will you be one to help in restoring prosperity to our Lines and our people?

Veterans Lamb and Montgomery, Newark Division, Shine

ONE of the largest single orders secured for the movement of freight over the Baltimore and Ohio during the business-getting campaign was gotten by Conductor William Lamb of the Newark Division.

Mr. Lamb was talking to one of the members of a contracting firm on his train one day and discovered that if certain inexpensive facilities could be provided as suggested by this business, man, 20,000 tons of crushed stone would be given us to haul over our lines.

RETURNS OF FREIGHT SOLICITATION CARDS BY BALTIMORE AND OHIO VETERANS AND OTHER EMPLOYES, MAY 1 TO JUNE 25, INCLUSIVE

VETERAN	COMMODITY	QUANTITY	MOVEMENT
P. J. Harrigan and J. Wardly Connellsville, Pa.	Lumber.....	1 carload..	..... to Connellsville, Pa.
P. J. Harrigan and J. Wardly,	Blue Dust.....	1 carload..	Casparis, Pa., to Connellsville, Pa.
P. J. Harrigan and J. Wardly	Tile.....	1 carload..	Waynesboro, Ohio, to Connellsville, Pa.
Frank Stafford, 1609 W. Mulberry St., Baltimore, Md.	Fertilizer.....	3 carloads.	Baltimore, Md., Philadelphia, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Kelton, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to West Grove, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Brandywine Summit, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Belair, Md.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Glen Hill, L. I.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Toughkamon, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Spring Grove, N. C.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Jamaica, L. I.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to West Moorestown, N. J.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Bloxom, Virginia.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Felton, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Elk View, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Nottingham, Pa.

Mr. Lamb took the matter up with Superintendent Kruse of the Newark Division, the necessary track arrangement was approved and the business, producing a large revenue, came to the Baltimore and Ohio instead of to another railroad.

We believe that this is one of the largest single orders secured by any of the Veterans during this campaign.

Veteran J. L. Montgomery, who has turned in a large number of cards indicating business secured by him for the Railroad, recently made one of his most successful solicitations, the result of which was a movement of several carloads of freight from Kane, Pa., to Toledo, and the promise on the part of the consignee that hereafter they would order all their business between these points routed via the Baltimore and Ohio instead of a competing line.

We congratulate Mr. Montgomery on this splendid work done for the Railroad and wish him further success along the same lines.

The Diary of Our Own "Aunt Mary"

MISS STEVENS, associate editor of the MAGAZINE, also known, especially among the readers of our Children's Page, as "Aunt Mary," recently returned from a week's vacation to the Southland. A freight wreck ahead of her train going down, delaying her almost a day, and a two-day storm at sea coming back on the boat (the effects on her we pass over quickly), did not prevent her from having an eye to Baltimore and Ohio business throughout the trip. As a result she handed me the following notes on her return, with a big "PLEASE" that they be not used in the MAGAZINE. As an illustration of what a woman employe can do on a vacation week to bring business to the Railroad, this is much too good to be buried. Maybe it will make some of us men get busy. Her business-getting adventures helped her meet a number of nice people and in that way enhanced considerably the enjoyment of the trip.

THE EDITOR.

4-12. On train Daytona to St. Augustine, sat with an old man who had wintered in St. Petersburg, Fla. Was on way to New York and intended going to Philadelphia by water and thence to New York. Then back home to Columbus, Ohio. Said he'd always traveled via competing road for no reason whatever, but that he'd heard Baltimore and Ohio service was good. Finally he said: "Well, by jing, if the Baltimore

Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other Employees, May 1 to June 25, inclusive—Continued.

VETERAN	COMMODITY	QUANTITY	MOVEMENT
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Bangor, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Hatboro, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., Clarion, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., Massapqua, L. I.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., Warwick, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., Philadelphia, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Beverly, N. J.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to New Holland, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Clayton, N. J.
Frank Stafford.....	Tin Cans.....	1 carload..	Baltimore, Md., Nashville, Tenn.
F. C. Green, supervisor, Warren, Ohio.	Flour.....	1 carload..	Kansas City, Mo., to Warren, Ohio.
Miss Winifred Patton... 254 N. Main St., Freight Office, Niles, Ohio.	Steel.....	1 carload..	Niles, Ohio, to Detroit, Mich.
A. S. Wilson, agent, Niles, Ohio.	Steel Lath.....	1 carload..	Niles, Ohio, to Williamsburg, Va.
A. S. Wilson.....	Steel Lath.....	1 carload..	Niles, Ohio, to Denver, Colorado.
Gerald J. Minahan, Niles, Ohio.	Sheet Iron.....	1 carload..	Niles, Ohio, to Maywood, Ill.
P. J. Harrigan and J. Wardly, Connellsville, Pa.	Lumber.....	2 carloads.	
P. J. Harrigan and J. Wardly	Cement.....	1 carload..	Pittsburgh, Pa., to Trotter, Pa.
H. B. Jeffries, agent, Washington, Pa.	Steam Shovel..	1 carload..	Erie, Pa., to Washington, Pa.
H. B. Jeffries.....	Wood and Wire Fencing..	1 carload..	Joliet, Ill., to Washington, Pa.
H. B. Jeffries.....	Staves.....	1 carload..	Allen, Miss., via Chicago, to Washington, Pa.
H. B. Jeffries.....	Window Glass..	2 carloads.	Washington, Pa., to St. Louis, Mo.
H. B. Jeffries.....	Baskets.....	1 carload..	Springfield, Ohio, to Washington, Pa.
H. B. Jeffries.....	Boiler Tubes..	1 carload..	Washington, Pa., to Erie, Pa.
H. B. Jeffries.....	Boiler Tubes..	1 carload..	Washington, Pa., to Newport News, Va.
H. B. Jeffries.....	Boiler Flues...	1 carload..	Washington, Pa., to Houston, Texas.
H. B. Jeffries.....	Gasoline.....	1 carload..	Shinglehouse, Pa., to Washington, Pa.
H. B. Jeffries.....	Gasoline.....	1 carload..	Bruin, Pa., to Washington, Pa.
H. B. Jeffries.....	Baby Carriages	1 carload..	Washington, Pa., to Chicago, Ill.
H. B. Jeffries.....	Galvanizing Kettle.....	1 carload..	Washington, Pa., to Toronto, Canada.
H. B. Jeffries.....	Steel.....	1 carload..	Washington, Pa., to Various Points.
H. B. Jeffries.....	Tin plate.....	1 carload..	Washington, Pa., to Hershey, Pa.
Wm. O'Brien, supervisor, Toledo, Ohio.	Coal.....	2 carloads.	..... Ky., to Toledo, Ohio.
Frank Dowling, claim clerk, Toledo, Ohio.	Iron Sucker Rods.....	1 carload..	Toledo, Ohio, to Bridgeport, Ill.
F. E. Snyder, switchman, Lima, Ohio.	Engines.....	1 carload..	Lima, Ohio, to Phoenixville, Pa.
George Beckman, 2nd and Smith Sts., Cincinnati, Ohio.	Window Shades	1 carload..	Sullivan, Ohio, to Cincinnati, Ohio.
F. W. Melis, chief clerk, Baltimore, Md.	Fish Oil.....	2 carloads.	Baltimore, Md., to Cincinnati, Ohio.
F. W. Melis	Flour.....	3 carloads.	Schuyler to Baltimore, Md.
H. B. McKinley, engineman, Washington, Pa.	Stone.....	2 carloads.	Casparis, Pa., to Mather, Pa.
J. W. Schnabel, cabinet maker, 314 W. Wayne St., Lima, Ohio.	Lumber.....	1 carload..	Birmingham, Ala., to Lima, Ohio.
J. W. Schnabel.....	Lumber.....	1 carload..	Greenfield, Ohio, to Lima, Ohio.

**Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other
Employees, May 1 to June 25, Inclusive—Continued.**

VETERAN	COMMODITY	QUANTITY	MOVEMENT
J. W. Schnabel,	Merchandise...	L. C. L...	Chicago, Ill., to Lima, Ohio.
Miss Irene Kirtin, clerk,	Apples.....	1 carload..	Winchester, Va., to Cincinnati, Ohio.
Freight Office, Cincinnati, Ohio.	Apples.....	1 carload..	Coalton, Va., to Cincinnati, Ohio.
Miss Irene Kirtin.....	Lumber.....	1 carload..	Cincinnati, Ohio, to Aurora, Ind.
W. E. Cox, Toledo Division, Freight Office, Toledo, Ohio.	Lumber.....	3 carloads.	Des Arcs, Ark., to Cincinnati, Ohio.
W. E. Cox.....	Lumber.....	1 carload..	Helena, Ark., to Cincinnati, Ohio.
W. E. Cox.....	.....	3 carloads.	Cincinnati, Ohio, to Bergen- field, N. J., New York City, and North Flint, Mich.
John Welsh, Cincinnati, Ohio.	Lumber.....	1 carload..	Near Portsmouth, Ohio, to Cincinnati, Ohio (Brigh- ton).
W. H. Backer, Cincinnati, Ohio.	Machinery.....	1 carload..	Cincinnati, Ohio, to Los Angeles, Cal.
T. F. Wilkerson, Brighton, Cincinnati, Ohio.	Elbows.....	1 carload..	Indianapolis, Ind., to Cincinnati, Ohio.
T. F. Wilkerson.....	Machinery.....	2 carloads.	Cincinnati, Ohio, to Wilkes Barre, Pa., and Richmond, Md.
T. F. Wilkerson,	Cotton.....	3 carloads.	Cincinnati, Ohio, to North Flint, Mich., Lockland, Ohio and Holyoke, Mass.
G. Kittle, Cincinnati, Ohio.	Oil Stove Ovens.....	1 carload..	Cincinnati, Ohio, to New York City, N. Y.
John W. Cason, general foreman, Cincinnati, Ohio.	Cooperage.....	1 carload..	Cincinnati, Ohio, to Newark, Ohio.
G. W. Pendery, Cincinnati, Ohio.	Cooperage.....	2 carloads.	Cincinnati via St. Louis, to Kansas City, Mo.
G. W. Pendery.....	Cooperage.....	2 carloads.	Cincinnati, Ohio, to Baltimore, Md.
G. W. Pendery.....	.....	5 carloads.	Cincinnati, Ohio, to Long Island City, N. Y., Providence, R. I., St. Louis, Mo., Pittsburgh, Pa., and Hays, Kansas.
J. J. O'Donnell, car clerk, Cincinnati, Ohio.	.....	2 carloads.	Cincinnati, Ohio, to Tulsa, Okla., and Kansas City, Mo.
J. J. O'Donnell.....	.....	2 carloads.	Cincinnati, Ohio, to Kingston, N. Y., and Huntington, W. Va.
J. J. O'Donnell.....	Street Cars....	3 carloads.	Cincinnati, Ohio, to Palawanda Heights, Okla.
George R. Littell, asst. agent, Cincinnati, Ohio.	Lumber.....	1 carload..	Cincinnati, Ohio, to Detroit, Mich.
George R. Littell,	Lard.....	1 carload..	Cincinnati, Ohio, to New York City.
G. W. Pendery, Cincinnati, Ohio.	Green Hides...	2 carloads.	New York City to Cincinnati, Ohio.
Wm. Cox, Cincinnati, Ohio.	Extract	1 carload..	Brooklyn, N. Y., to Cincinnati, Ohio.
Wm. Cox.....	Barrels.....	1 carload..	Cincinnati, Ohio, to Kansas City, Mo.
G. M. Kittle, agent, Brighton, Ohio.	Postum products....	1 carload..	Battle Creek, Mich., to Lima, Ohio.
Jas. H. Getty, freight office, Cincinnati, Ohio.	Postum products....	1 carload..	Battle Creek, Mich., to Xenia, Ohio.
Jas. H. Getty.....	Postum products....	1 carload..	Battle Creek, Mich., to Baltimore, Md.
Jas. H. Getty.....	Postum products....	1 carload..	Battle Creek, Mich., to Wheeling, W. Va.
Jas. H. Getty.....	Postum products....	1 carload..	Battle Creek, Mich., to Washington, D. C.
Jas. H. Getty.....	Lumber.....	1 carload..	Richton, Miss., via Cincinnati, to Sault St. Marie, Ont.
Jas. H. Getty.....	Lumber.....	1 carload..	Quicksand, Ky., to New Rochelle, N. Y.
J. A. Weaver, car clerk, Howard Street, Akron, Ohio.	Household goods.....	1 carload..	Akron, Ohio, to Rochester, N. Y.
J. B. Drake, asst. agent, Akron, Ohio.	Sewer pipe....	3 carloads.	Akron, Ohio, to Utica, N. Y.
Géo. Pendery, dist. freight office, Cincinnati, Ohio.	Terra cotta...	2 carloads.	Perth Amboy, N. J., to Cincinnati, Ohio.

and Ohio has got people in its service like you, who are as anxious about the welfare of the traveler as you are, I'm willing to try it once. It must be a good road to ride on. Yes, ma'am, I'll take your road back home, an' if I don't like it I'll write an' tell you so."

4-14. Heard one of the stewards on our steamer tell two girls that the best way to get from Baltimore to New York was via the line of our competitor. Very impolitely, but as cautiously as possible, I "buted in," and asked him if he were positively sure of that. He looked at me sheepishly and said: "Well, that's the way most people go." I asked: "What's the matter with the Baltimore and Ohio?" "Well," said he, "personally, I have no fault to find with it. It's all right, as far as I know." "Do you work for the Baltimore and Ohio?" he added. "Yes, and I'm proud to say I work for the finest railroad between Baltimore and New York, too, and its service can't be beat."

"Do you believe that, or are you just boosting your road?"

"Both. I know by experience, and I'm proud to boost it."

"I reckon you're right," he said, walking away, and the girls asked me how to get to the Baltimore and Ohio station.

4-15. Lady and her husband on the boat, Jacksonville to Baltimore. Live in Michigan in summer. Were on way home. Said they were going via Baltimore and Ohio to Chicago, and wouldn't travel any other way.

4-16. Traveling salesman with his wife and dog aboard the steamer said they travel West a great deal, but wouldn't travel on the Baltimore and Ohio. Simply prejudiced against it. I asked them if they'd ever traveled our line. Man said he had, but a number of years ago. I asked them if they wouldn't try it next time they go to their home in Seattle. Said: "Maybe so, we'll see about it."

4-16. Old lady and husband coming from Savannah, Ga.; wanted to go to Fairmont, W. Va., to visit sick sister. Said they knew they had to go to Baltimore, but didn't know how to get to Fairmont from there. I told them they could get a train out Saturday night (it was 8.30 when we docked) from Camden Station and told them how to get to Camden from the wharf.

4-16. Two young ladies, living in Meadville, Pa., had bought their tickets via another road than ours, because "that's what the steamship agent sold us." They had never heard of the beautiful scenery along the Baltimore and Ohio, and when I described to them my trip up the Shenandoah Valley, the elder said: "My, but I wish we'd known that!" They spend all their winters in the South and promised that their next trip to Washington, D. C., from Pittsburgh would be via Baltimore and Ohio.

4-16. While waiting for street car after leaving dock, an elderly gentleman asked me the way to Camden Station. Told him if he'd get on same street car with me, I'd

show him just where he could transfer, or walk just a block to get there. He did and I left him on the corner of Pratt and Howard Streets.

4-16. At the same time a young girl asked if she might go uptown with us. She wanted to go to Washington, D. C. We asked her if she didn't want to go from Camden Station. She said: "No, that road's too dirty for me." By this time I was too tired to argue, but just took her along and put her off the car at the right place, telling her, of course, that we were Baltimore and Ohio employes and that whenever she cared to ride on the Baltimore and Ohio she could be sure of excellent service. She appeared to be grateful to us for showing her the way.

When the Newspapers Praise It, It Must be Good

DAVID J. DAVIES, who writes the popular "Town Tattler" column for the Pittsburgh *Dispatch*, had this to say in his letter of April 14:

We're for the Baltimore and Ohio henceforward, for here's a real boost for the road that used to be considered anything but good. The following letter from a well-known business man explains itself:

"Mr. Tattler: You are not too young, perhaps, to remember the old minstrel gag. Mr. White would say: 'I just loves the city of Washington and I wants to go there the worst way.' Then Mr. Black would reply: Why don't you take the Baltimore and Ohio?"

"Mr. Black may have been right in those days, but not now, for the Baltimore and Ohio is a real railroad and the dining car service 100 per cent. better than some others out of Pittsburgh.

"For the first time in many years I took the Baltimore and Ohio to Washington last week and when I went into the dining car was surprised to find on the menu a special dinner for \$1.25. The dinner consisted of soup, fish, meat, two vegetables, a salad, dessert and coffee, and when the bill was paid I was handed a nice little package of peppermint candy—all for \$1.25.

"This same dinner on any other car would have cost double that amount or more. The dining car steward was most attentive and the waiters polite and solicitous for my comfort.

"It might be well for other railroads to do likewise."

This is but one of three or four similar comments from well-known big city newspapers that have come to our attention in the last few months. The other railroads are simply not getting them this way and there's only one answer—our Dining Car Department is producing the goods.

Don't forget that E. V. Baugh, superintendent, is always glad to have honest criticisms of the service from employes as well as passengers. They help to perfection just as much as do the compliments.

Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other Employees, May 1 to June 25, Inclusive—Continued

VETERAN	COMMODITY	QUANTITY	MOVEMENT
J. W. Burk, Parkersburg, W. Va.	Lumber.....	2 carloads.	Nashville, Tenn., to Marietta, Ohio.
Miss Irene Kirton, clerk terminal freight office, Cincinnati, Ohio.	Apples.....	1 carload..	Carlton, N. Y., to Cincinnati, Ohio.
O. C. Budd, agent, Cincinnati, Ohio.	.....	All future shipments.	Beardstown, Ill., to Cincinnati, Ohio.
J. S. Montgomery Penn. yard conductor, Newark, Ohio.	Coal.....	About 75 cars per month...	Carning, Ohio, via Junction City, to Newark, Ohio.
Mr. Arnold, Dockmaster, Toledo, Ohio.	Live poultry...	3 cars per week....	St. Louis, Mo., to Philadelphia, Pa.
W. C. Cox, Pittsburgh, Pa.	Household goods.....	1 carload..	Glenwood, Pa., to Bloomsburg, Pa.
W. C. Cox.....	Household goods.....	1 carload..	Glenwood, Pa., to Albany, Ohio.
Edward Ledger, supervisor, Dayton, Ohio.	Washing machines....	1 carload..	Dayton, Ohio, via Columbus, to Pittsburgh, Pa.
Frank Lang, bill clerk, Frt. Office, Chillicothe, Ohio.	Machinery....	1 carload..	Philadelphia, Pa., to Chillicothe, Ohio.
Miss Margaret Thatcher, demur- rage clerk, Chillicothe, Ohio.	Board walks...	1 carload..	Chillicothe, Ohio, to Detroit, Mich.
J. L. Thoman, G. Y. M., DeForest Jct., Ohio.	Sheet steel....	1 carload..	Warren, Ohio, to Winnipeg, Man.
L. B. Humphries, 57 Helen Ave., Niles, Ohio.	Sheet steel....	1 carload..	Niles, Ohio, to Baltimore, Md.
F. E. Snyder, switchman, Lima, Ohio.	Machinery....	1 carload..	Lima, Ohio, to Phoenixville, Pa.
Frank Stafford, 1609 W. Mulberry St., Baltimore, Md.	Fertilizer.....	1 carload..	Baltimore, Md., to Philadelphia, Pa.
Frank Stafford.....	Fertilizer.....	4 carloads.	Baltimore, Md., to Greenwich Point, Philadelphia, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Philadelphia, Pa.
Frank Stafford.....	Fertilizer.....	2 carloads.	Baltimore, Md., to Greenwich Point, Philadelphia, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Mt. Holly, N. J.
F. W. Melis, export clerk, Baltimore, Md.	Structural material.....	2 carloads.	Pottstown, Pa., to Baltimore, Md.
Mrs. Pearl Schmutz, office of agt., Youngstown, Ohio.	Steel.....	4 carloads.	Youngstown, Ohio, to Jackson, Mich.
N. L. Reesc, 97 E. Chalmers St., Youngstown, Ohio.	Paper.....	1 carload..	Eau Claire, Wis., to Youngstown, Ohio.
N. L. Reese	Paper.....	1 carload..	Shawana, Wis., to Youngstown, Ohio.
P. J. Harrigan and J. Wardly, Connellsville, Pa.	Brick.....	1 carload..	Davidson, Pa., to Masontown, Pa.
I. E. Kelley, foreman of water sta- tions, east end, Wilmington, Del.	Tires.....	All future shipments from Akron, Ohio, to Wilmington, Del.	
C. H. P. Bosserman, agent, Decatur, Va.	Eggs.....	Less car- load....	Decatur, Va., to Philadelphia, Pa.
C. H. P. Bosserman.....	Produce.....	Less car- load....	Decatur, Va., to Staunton, Va.
Jim Fallon, Cincinnati, Ohio.	Wadding.....	2 carloads.	Brighton, Ohio, to Detroit, Mich.
Jim Fallon.....	Wadding.....	5 carloads.	Brighton, Ohio, to Detroit, Mich.
Jim Fallon.....	Wadding.....	1 carload..	Brighton, Ohio, to North Flint, Mich.
J. L. Thoman, G. Y. M., DeForest Jct., Ohio.	Car parts.....	12 carloads	DeForest Junction, Ohio, to Berwick, Pa.
R. H. Childs, Warren, Ohio.	Canned fruit...	1 carload..	Warren, Ohio, to Cleveland, Ohio.
P. J. Harrigan, Connellsville, Pa.	Flour.....	1 carload..	Minneapolis, Minn., to Connellsville, Pa.
P. J. Harrigan.....	Coal.....	1 carload..	Suter, Pa., to Connellsville, Pa.
P. J. Harrigan.....	Concrete finisher.....	1 carload..	Cleveland, Ohio, to Connellsville, Pa.
P. J. Harrigan.....	Crane.....	1 carload..	Chicago, Ill., to Connellsville, Pa.
P. J. Harrigan.....	Cement.....	1 carload..	Pittsburgh, Pa., to Connellsville, Pa.
P. J. Harrigan, Connellsville, Pa.	Sewer tile.....	1 carload..	Toronto, Ohio, to Connellsville, Pa.
P. J. Harrigan.....	Pipe.....	1 carload..	Pittsburgh, Pa., to Connellsville, Pa.
P. J. Harrigan.....	Pipe.....	1 carload..	Pittsburgh, Pa., to Connellsville, Pa.

**Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other
Employees, May 1 to June 25, Inclusive—Continued**

VETERAN	COMMODITY	QUANTITY	MOVEMENT
P. J. Harrigan.....	Stone.....	2 carloads.	Casparis, Pa., to Connellsville, Pa.
P. J. Harrigan.....	Sand.....	1 carload..	Pittsburgh, Pa., to Connellsville, Pa.
F. W. Melis, export clerk, 414 E. 31st St., Baltimore, Md.	Flour.....	1 carload..	Kent, Ohio, to Alexandria, Va.
I. N. Marsh, 318 Juniper Street, Versailles, Pa.	Copper.....	1 carload..	Baltimore, Md., to Rankin, Pa.
W. A. Cooper, engineer, Versailles, Pa.	Pipe.....	2 carloads.	McKeesport, Pa., to Taft and Los Angeles, Cal.
E. J. Burke, Park Building, Cleveland, Ohio.	Brick.....	1 carload..	Cleveland, Ohio, to Rochester, N. Y.
E. J. Burke.....	.....	2 carloads.	Cleveland, Ohio, to Detroit, Mich.
E. J. Burke.....	.....	1 carload..	Cleveland, Ohio, to Pontiac, Mich.
Frank Heidy, New Philadelphia, Ohio.	Steel.....	1 carload..	New Philadelphia, Ohio, to St. Louis, Mo.
A. J. Seifert, rate clerk, Massillon, Ohio.	Enameled ware.	1 carload..	Massillon, Ohio, to St. Louis, Mo.
P. C. Stevenson, New Philadelphia, Ohio.	Steel.....	1 carload..	New Philadelphia, Ohio, to New York City, N. Y.
R. H. Treeschler, Akron, Ohio.	Steel bases....	1 carload..	Cleveland, Ohio, to Akron, Ohio.
E. J. Burke, Cleveland, Ohio.	Brick.....	1 carload..	Strasburg, Ohio, to Zanesville, Ohio.
H. C. Batchelder, Akron, Ohio.	Tires.....	2 carloads.	Akron, Ohio, to Canton, Ohio.
Miss Gertrude Totten, Cleveland, Ohio.	.....	1 carload..	Cleveland, Ohio, to Lockland, Ohio.
Miss Gertrude Totten.....	Brick.....	2 carloads.	Cleveland, Ohio, to Batzum, Ohio.
F. Kramer, Cleveland, Ohio.	Canned fruit...	1 carload..	Cleveland, Ohio, to St. Louis, Mo.
Florence Stahlnecker, Columbus Road Station, Cleveland, Ohio.	Salt.....	1 carload..	Akron, Ohio, to Cleveland, Ohio.
E. J. Burke, Cleveland, Ohio.	Brick.....	1 carload..	Cleveland, Ohio, to Detroit, Mich.
E. J. Burke.....	.....	1 carload..	Cleveland, Ohio, to Black Rock, N. Y.
E. J. Burke.....	Core oil.....	1 carload..	Cleveland, Ohio, to West Newton, Pa.
E. J. Burke.....	Iron pipe.....	1 carload..	Cleveland, Ohio, to Madison, Ohio.
A. J. Bell, Cleveland, Ohio.	Lumber.....	1 carload..	Ruston, La., to Cleveland, Ohio.
F. Kramer, Cleveland, Ohio.	.....	1 carload..	Cleveland, Ohio, to Memphis, Tenn.
Miss B. Harkey, Cleveland, Ohio.	Beer.....	1 carload..	Cleveland, Ohio, to Akron, Ohio.
A. J. Bell, Cleveland, Ohio.	Meat.....	1 carload..	Cleveland, Ohio, to Atwater, Ohio.
E. P. Harries, chief clerk, Dover, Ohio.	Sheets.....	1 carload..	Dover, Ohio, to New Orleans, La.
James L. Montgomery, Toledo, Ohio.	Plate glass....	1 carload..	Toledo, Ohio, to Atlanta, Ga.
S. H. Rhoads, agent, Warren, Ohio.	Brick.....	20 carloads	Canton, Ohio, to Warren, Ohio.
S. H. Rhoads.....	Curbing.....	4 carloads.	Cleveland, Ohio, to Warren, Ohio.
Lloyd J. Richards, clerk, Warren, Ohio.	Mtg. bar cases..	1 carload..	Warren, Ohio, to St. Paul, Minn.
H. C. Barchelder, T. M., Cleveland, Ohio.	Iron.....	1 carload..	Canton, Ohio, to Philadelphia, Pa.
J. P. Leingang, Cleveland, Ohio.	Fire clay.....	1 carload..	Lewiston, Me., to Cleveland, Ohio.
E. J. Burke, Cleveland, Ohio.	Oil well supplies.....	1 carload..	Cleveland, Ohio, to South Park, Ohio.
F. Kramer, Cleveland, Ohio.	Fly oil.....	1 carload..	Cleveland, Ohio, to St. Louis, Mo.
A. J. Bell, Cleveland, Ohio.	Meat.....	1 carload..	Cleveland, Ohio, to W. Alexandria, Ohio.
R. J. Garrett, asst. cashier, Cleveland, Ohio.	Salt.....	1 carload..	Cleveland, Ohio, to Philadelphia, Pa.
A. J. Seifert, rate clerk, Massillon, Ohio.	Steam con- densers....	1 carload..	Massillon, Ohio, to New York City.
C. O. Hogue, agent, Canton, Ohio.	Sheet steel....	1 carload..	Canton, Ohio, to Cincinnati, Ohio.
Miss Gertrude Totten, Cleveland, Ohio.	Catalogues....	1 carload..	Cleveland, Ohio, to Charleston, W. Va.

Our Grain Elevators at Locust Point

(Continued from page 11)

which grain is directly conveyed from vessels to storage bins. These marine legs are used in the unloading and placing in storage of a considerable amount of grain which is produced adjacent to Chesapeake Bay.

Safeguarding the Piers

Consideration was given a few years ago to the possible construction of a modern concrete type of elevator for the handling of export grain business at Locust Point, but because of the war and the consequent enormous increase in the cost of labor and materials, this work has been indefinitely postponed. It has, therefore, been necessary to operate the present facilities in the most intensive manner possible, and to safeguard them against destruction by fire with every means possible. The destruction of these facilities, in addition to the causing of a financial loss, would result in an enormous decrease in revenue because of the interruption of transportation of export grain on account of the loss of facilities for handling it.

As a means of safeguarding against fire, there is maintained at Locust Point a permanent fire brigade, both day and night, with necessary equipment for use in any emergency. There is also provided in each elevator a complete standpipe system with hose connections, as well as city fire alarm boxes on each floor and constant watchman service throughout the entire structure. Workmen are prohibited from carrying matches or any of the other necessities for smoking within the elevators.

Disastrous Grain Dust Explosions

During recent years there have occurred in various grain elevators a number of very destructive explosions, the most recent and most disastrous of which took place on March 19, 1921, in the Chicago and Northwestern Elevator at South Chicago, which was operated by the Armour Grain Company. That this explosion was caused by dust is a generally accepted fact, but the manner in which it was ignited and the explosion started is a matter of theory only and probably never will be definitely known. This particular elevator had the largest storage capacity of any similar structure in the world and had only recently been completed at a cost of approximately \$10,000,000. The entire elevator and surrounding structures, including power house, are practically a complete wreck, and six men lost their lives in the explosion.

It is a significant fact, however, and perhaps a strange one that all destructive dust explosions of record in grain elevators have occurred in the more modern structures which have been built of concrete or other masonry, and while a number of elevators of the Locust Point type have been destroyed by fire, there is no record of an explosion in connection with same. In fact, when fires have started from other sources and the elevator has been entirely destroyed, dust explosions have been very unusual. There is also a record of minor damage having been done by dust explosion and the building not burned—the extent of the damage being a hole blown through the wall of the structure.

The most generally accepted theory of dust explosion is that the dangerous element is contained in the very fine, light dust which is carried in the air and which finds an ideal lodging place on the granular interior surfaces of concrete walls and other masonry. This very fine material is the dangerous dust, it being almost as light as air and very inflammable. The smooth surfaces presented by the dressed lumber in posts, walls and bins of the wooden elevator do not readily retain this dust, and such of this dust as settles on horizontal beams and ledges is mixed with the heavier and less dangerous dust. This dust, however, is not considered subject to spontaneous combustion and the ignition causing explosion must occur from some outside source.

Removing Dust Explosion Danger

It is, however, good practice to keep dust removed from the floors, walls and beams in the elevator structures, and to avoid as far as possible the danger from this source. This requires constant and careful attention, as every movement of grain through the elevator, either in the unloading of cars or other handling, gives off a considerable quantity of dust. Prior to the last few months, it has been necessary to remove this dust, when collected, by placing it in sacks and carrying it out of the elevator for loading on cars or other disposal.

To eliminate as far as possible the fire hazard from the collection of dust in the elevators, and in order to provide means for the convenient, economical and quick removal of the dust; it was decided in the spring of 1920 to install a complete mechanical system for the collection, storage and shipping of dust. At the same time there was also authorized the installation of modern facilities for the cleaning of grain. New cleaners were pur-

Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other Employees, May 1 to June 25, Inclusive—Continued

VETERAN	COMMODITY	QUANTITY	MOVEMENT
Miss Stephenson, 4503 W. 30th Street, Cleveland, Ohio.	Sulphate zinc	1 carload	Cleveland, Ohio, to Chester, Pa.
Frank Stafford, 1609 W. Mulberry St., Baltimore, Md.	Fertilizer	2 carloads	Baltimore, Md., to Wysox, Pa., and Freeville, N. Y.
Frank Stafford	Fertilizer	2 carloads	Baltimore, Md., to Bowdoinham, Me., and Apalachin, N. Y.
Frank Stafford	Fertilizer	2 carloads	Baltimore, Md., to Philadelphia, Pa.
I. N. Marsh, 318 Juniper St., Versailles, Pa.	Wire	1 carload	Pittsburgh, Pa., to Fredericksburg, Md.
I. N. Marsh		1 carload	to Baltimore, Md.
I. N. Marsh		Less carloads	to Pittsburgh, Pa.
(Mr. Marsh states we are receiving 2 to 5 cars daily.)			
F. W. Melis, export clerk, 414 E. 31st St., Baltimore, Md.	Pipe	1 carload	McKeesport, Pa., to Washington, D. C.
P. J. Harrigan, Connellsville, Pa.	Semolina flour	1 carload	Minneapolis, Minn., to Connellsville, Pa.
P. J. Harrigan	Brick	1 carload	Connellsville, Pa., to Morgantown, W. Va.
P. J. Harrigan	Coal	2 carloads	Alden Mine, to Reading, Pa.
P. J. Harrigan	Coal	5 carloads	Frederick Mine, to Curtis Bay, Md.
Frank J. Stafford, 1609 W. Mulberry St., Baltimore, Md.	Fertilizer	1 carload	Baltimore, Md., to Wilmington, Del.
Frank J. Stafford	Fertilizer	1 carload	Baltimore, Md., to Allentown, Pa.
Frank J. Stafford	Fertilizer	1 carload	Baltimore, Md., to Candow, N. Y.
Frank J. Stafford	Fertilizer	1 carload	Baltimore, Md., to Floral Park, L. I.
F. H. Knox, agent, New Castle, Pa.	Cement	17 carloads	New Castle, Pa., to Wicliffe, Ohio.
E. H. Russell, bill clerk, East Akron, Ohio.	Household goods	1 carload	East Akron, Ohio, to Glasgow, Pa.
J. B. Drake, asst. agent, East Akron, Ohio.	China	1 carload	East Akron, Ohio, to Cleveland, Ohio.
E. H. Russell, bill clerk, East Akron, Ohio.	Portable	1 carload	East Akron, Ohio, to Youngstown, Pa.
Paul Cummings, clerk, Akron, Ohio.	Dry goods	Less carloads	Cleveland, Ohio, to Akron, Ohio.
Paul Cummings	Hardware	Less carloads	Cleveland, Ohio, to Akron, Ohio.
Paul Cummings	Hardware	Less carloads	Cleveland, Ohio, to Akron, Ohio.
Paul Cummings	Dry goods	Less carloads	Cleveland, Ohio, to Akron, Ohio.
Paul Cummings	Shoes	Less carloads	Brockton, Mass., to Akron, Ohio.
Paul Cummings	Shoes	Less carload	Bridgeport, Conn., to Akron, Ohio.
Paul Cummings	Dry goods	Less carloads	Chicago, Ill., to Akron, Ohio.
Paul Cummings	Corsets	Less carload	Chicago, Ill., to Akron, Ohio.
Paul Cummings	Bed springs	Less carload	Mansfield, Ohio, to Akron, Ohio.
Paul Cummings	Hardware	Less carloads	Columbus, Ohio, to Akron, Ohio.
Paul Cummings	Hardware	Less carload	Chicago, Ill., to Akron, Ohio.
Paul Cummings	Hardware	Less carload	Chicago, Ill., to Akron, Ohio.
Robert Deane, G. Y. M., Allegheny, Pa.	Naptha	1 carload	Titusville, Pa., to Allegheny, Pa.
Robert Deane	Tar	1 carload	Allegheny, Pa., to Uniontown, Pa.
P. Colligan, agent, Allegheny, Pa.	Naptha	1 carload	Allegheny, Pa., to St. George Lighterage, N. Y.
P. Colligan	Naptha	1 carload	Allegheny, Pa., to Camden, N. J.
P. Colligan	Tar	1 carload	Allegheny, Pa., to Uniontown, Pa.
P. Colligan	Tar	1 carload	Allegheny, Pa., to Uniontown, Pa.
P. Colligan	Tar	1 carload	Allegheny, Pa., to Uniontown, Pa.

Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other
Employees, May 1 to June 25, Inclusive—Continued

VETERAN	COMMODITY	QUANTITY	MOVEMENT
P. Colligan.....	Tar.....	1 carload..	Allegheny, Pa., to Uniontown, Pa.
P. Colligan.....	Tar.....	1 carload..	Allegheny, Pa., to Scranton, Pa.
P. Colligan.....	Tar.....	1 carload..	Allegheny, Pa., to Pier 21, E. R., New York.
P. Colligan.....	Tar.....	1 carload..	Ashtabula, Ohio, to Allegheny, Pa.
P. Colligan.....	Paper.....	1 carload..	Wisconsin Rapids, Wis., to Allegheny, Pa.
P. Colligan.....	Tar.....	1 carload..	Allegheny, Pa., to Uniontown, Pa.
P. Colligan.....	Paper.....	1 carload..	East Joliet, Ill., to Allegheny, Pa.
P. Colligan.....	Paper.....	1 carload..	Brooklyn, N. Y., to Allegheny, Pa.
P. Colligan.....	Tar.....	1 carload..	Allegheny, Pa., to Johnstown, Pa.
P. Colligan.....	Coal.....	8 carloads.	Glenwood, Pa., to Allegheny, Pa.
P. Colligan.....	Sand.....	400 car- loads...	Sandusky, Ohio, to Allegheny, Pa.
P. Colligan.....	Asphalt.....	100 car- loads...	Sandusky, Ohio, to Allegheny, Pa.
P. Colligan.....	Slag.....	.....	Sandusky, Ohio, to Allegheny, Pa.
P. Colligan.....	Sand.....	All future shipments.	Sandusky Ohio, to Allegheny, Pa.
P. Colligan, agent, Allegheny, Pa.	Paper.....	1 carload..	Nekoosa, Wis., to Allegheny, Pa.
George R. Wallace, 630 N. 10th Street, East St. Louis, Ill.	Clothing.....	Less car- load....	Various points to East St. Louis, Ill.
George R. Wallace.....	.....	3 carloads.	Athens, Ohio, via Baltimore and Ohio.
R. H. Campbell, agent, Singerly, Md.	Live stock....	1 carload..	Chicago, Ill., to Singerly, Md.
C. W. Pence, medical examiner, 24th and Chestnut Sts., Philadelphia, Pa.	Feed.....	1 carload..	East St. Louis, to Wilmington, Del.
Frank Stafford, 1609 W. Mulberry St., Baltimore, Md.	Fertilizer.....	1 carload..	Baltimore, Md., to Philadelphia, Pa.
Frank Stafford.....	Fertilizer.....	2 carloads.	Baltimore, Md., to Luthersburg, Pa., and Home, Pa.
T. C. Smith, terminal trainmaster, Akron, Ohio.	Paving brick...	75 carloads	Canton, Ohio, to Akron, Ohio.
Jim Fallon, Cincinnati, Ohio.	Scrap.....	1 carload..	Cincinnati, Ohio, to Chattanooga, Tenn.
Jim Fallon.....	Waste.....	1 carload..	Cincinnati, Ohio, to Chicago, Ill.
James Aiken, agent, Youngstown, Ohio.	W. I. Pipe.....	1 carload..	Youngstown, Ohio, to Marietta, Ohio.
F. W. Melis, export clerk, 414 E. 31st St., Baltimore, Md.	Oil.....	1 carload..	Reno, Pa., to New Martinsville, W. Va.
F. W. Melis.....	Feed.....	2 carloads.	Milwaukee, Wis., to Baltimore, Md., and Harrisonburg, Va.
A. E. Roden, General Freight Claim Dept., Baltimore, Md.	Boiler.....	1 carload..	Baltimore, Md., to Parksley, Va.
A. E. Roden.....	Engine.....	1 carload..	Baltimore, Md., to Knoxville, Tenn.
William Lamb, Newark, Ohio.	Baled hay.....	3 carloads.	Utica, Ohio, to Valley Crossing, Ohio.
William Lamb.....	Hay.....	1 carload..	Utica, Ohio, to Princeton, W. Va.
William Lamb.....	Hay.....	1 carload..	Utica, Ohio, to Stamford, Conn.
William Lamb.....	Hay.....	4 carloads.	Utica, Ohio, to Valley Crossing, Ohio.
William Lamb.....	Baled hay.....	5 carloads.	Utica, Ohio, to Valley Crossing, Ohio.
William Lamb.....	Baled hay.....	1 carload..	Utica, Ohio, to Colburn, Va.
Daniel Moriarity, 359 Clinton St., Newark, Ohio.	Alcohol.....	Less car- load....	Newark, Ohio, to Columbus, Ohio.
Daniel Moriarity.....	Granite.....	Less car- load....	Newark, Ohio, to New Lexington, Ohio.
Daniel Moriarity.....	Granite.....	Less car- load....	Montpelier, Vt., to Newark, Ohio.
W. B. Winkler, asst. agent, Akron, Ohio.	Tires.....	1 carload..	Akron, Ohio, to Chicago, Ill.

chased and replaced old cleaners which were located in the cupola of each house, where they constituted a considerable fire risk, were not readily accessible for adjustment and supervision, and where, in many cases, their operation involved an undue amount of handling of grain. The new cleaners, therefore, were located on the ground floor of elevators, being distributed throughout each house so that as wide a range as possible could be served by each machine.

With this in view, three machines were placed in each house, each having a capacity of 4,000 bushels per hour—this being the largest machine that the clearance between bents in the elevators would permit being installed. These machines are of the most modern type, and consist of a combination of fans and screens, by means of which dust and all other foreign materials can be removed from the grain, and which also permit, when necessary, of the separation of one kind of grain from another.

In the cupola of each house is a complete sweeper system with outlets on each floor. The sweeper system consists of a combination of galvanized iron pipes, fans and cyclone dust collectors. A typical inlet or pick-up for the removal of dust is shown in Figure 6. Approximately one pick-up is provided for each 2,000 square feet of floor space, both on the ground floors and on all cupola floors. In the collection of dust, piles are swept to each pick-up and are then readily removed by suction which is placed on the pipe line by a motor operated fan. The suction in these pick-ups is sufficiently powerful to handle, as well as dust, the grain which necessarily collects on the floor and is mixed with the sweepings, and in actual service, it has been found that sweepings can be removed just as fast as they can be conveniently fed into the pick-ups.

In the collection of dust from sweepings, as well as dust and screenings from cleaners, a number of difficult problems were encountered, due to the fact that owing to arrangement of slip between elevators, the actual distance on land between the structures was approximately 1,000 feet. As there was no space readily available where track for loading dust and screenings could be used in the vicinity of Elevator "B," and as it was desirable to concentrate at one location material collected, in the interest of economy for handling in shipping it was decided to make use for dust and screenings room of brick building adjacent to Elevator "C" which was used as a power house before machinery in this elevator was electrified.

The remodeling of this building to suit the purpose for which it was desired, involved the installation of new second and third floors, which were constructed of structural steel and reinforced concrete, and also the construction of a reinforced concrete dust bin, having a storage capacity of approximately two cars of dust.

In Elevator "C" the four fans comprising the power units for placing suction on sweeper system, discharge into a large cyclone which is located on roof directly over dust bin—this cyclone as well as other equipment on roof being shown in Figure 2.

In Elevator "B" there are two dust collecting fans, each of which discharge at land end of elevator into a small intake box, which is connected to a six inch underground pipe line leading to dust room adjacent to Elevator "C." All the accumulation of dust in Elevator "B" is readily handled by vacuum placed on this pipe line with high pressure blower located in dust house, and is discharged directly into dust bin.

Each cleaning operation produces a quantity of screenings, which are separated from the grain cleaned. The grain is, of course, replaced into storage bins, but it is necessary to collect and store screenings subject to orders of the owner of the grain. To provide a convenient arrangement for the removal and storage of these screenings, they are collected in small hopper directly under floor of elevator at each machine and delivery to screenings room is accomplished by means of high pressure blowers and eight inch pipe lines, similar to that described above for handling dust in Elevator "B." At the point of collection, bins are provided for the receiving and storage of screenings from each house. Screenings are then sacked and loaded in cars through sack chute. Some idea of the interior of dust house and screenings storage room may be obtained from Figure 3.

Economy of Operation

Only one man is required particularly for the operation of this system. His duties consist of the operation of machinery in dust and screenings house and attending to the sacking and loading of screenings and dust. Operation of equipment throughout the elevators, including the sweeping up of floors, cleaning down of beams, etc., is entirely handled by the regular elevator force—each employe being responsible for the sweeping and cleaning of the particular section of structure in which his other duties necessitate his presence.

Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other Employees, May 1 to June 25, Inclusive—Continued

VETERAN	COMMODITY	QUANTITY	MOVEMENT
F. W. Melis, 414 E. 31st St., Baltimore, Md.	Caustic soda...	1 carload	Barberton, Ohio, to Baltimore, Md.
F. W. Melis.....	Leaf tobacco...	4 carloads	Louisville, Ky., to Baltimore, Md.
F. W. Melis.....	Rolled oats....	1 carload	Davenport, Ia., to Clarksburg, W. Va.
F. W. Melis.....	Glass.....	1 carload	Wheeling, W. Va., to Locust Point, Md., for London, Eng.
F. W. Melis.....	Flour.....	2 carloads	St. Louis, Mo., to Baltimore, Md., for Hamburg, Germany.
F. W. Melis.....	Lumber.....	1 carload	Cincinnati, Ohio, to Baltimore for export.
H. B. Jeffries, agent, Washington, Pa.	Autos.....	16 carloads	Columbus, Ohio, to Washington, Pa.
H. B. Jeffries.....	R. R. Glass....	1 carload	Washington, Pa., to Philadelphia, Pa.
H. B. Jeffries.....	Lubricating oil.	1 carload	Rochester, N. Y., to Washington, Pa.
H. B. Jeffries.....	Wheat.....	1 carload	Toledo, Ohio, to Washington, Pa.
H. B. Jeffries.....	Tin plate.....	1 carload	Washington, Pa., to Baltimore, Md.
H. B. Jeffries.....	Tungsten ore...	1 carload	Brooklyn, N. Y., to Washington, Pa.
H. B. Jeffries.....	Boiler tubes....	2 carloads	Washington, Pa., to Sistersville, W. Va.
H. B. Jeffries.....	Boiler flues....	1 carload	Washington, Pa., to Ashland, Ky.
H. B. Jeffries.....	Boiler flues....	1 carload	Washington, Pa., to Muncie, Ind.
H. B. Jeffries.....	Boiler flues....	1 carload	Washington, Pa., to Chattanooga, Tenn.
H. B. Jeffries.....	Boiler flues....	1 carload	Washington, Pa., to Houston, Texas.
H. B. Jeffries.....	Boiler flues....	1 carload	Washington, Pa., to Cincinnati, Ohio.
George Beckman, Cincinnati, Ohio.	.....	4 carloads	.....
J. S. Matthews, 223 S. St. N. W., Washington, D. C.	Automobiles...	1 carload	To New York City.
P. J. Harrigan and J. Wardly, Connellsville, Pa.	Cement.....	1 carload	Bessemer, Pa., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Concrete forms.	1 carload	Binghamton, N. Y., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Concrete mixer.	1 carload	Philadelphia, Pa., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Coal.....	1 carload	Suter, Pa., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Sand.....	4 carloads	Allegheny, Pa., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Stone.....	3 carloads	Casparis, Pa., to Connellsville, Pa.
P. J. Harrigan and J. Wardly, Connellsville, Pa.	Flour.....	3 carloads	St. Paul and Minneapolis, Minn., to Connellsville, Pa.
E. H. Beller, Dover, Ohio.	Empty sacks...	1 carload	Dover, Ohio, to New Castle, Pa.
Miss Stephenson, 4503 W. 30th St., Cleveland, Ohio.	Steel.....	1 carload	Cleveland, Ohio, to Brooklyn, N. Y.
Otto H. Ecker 2216 W. 101 St., Cleveland, Ohio.	Empty drums..	1 carload	Cleveland, Ohio, to Bay Way, N. J.
E. J. Burke, chief rate clerk, Cleveland, Ohio.	Brick.....	1 carload	Cleveland, Ohio, to Batavia, N. Y.
Thos. O'Hara, Colonial Road Freight Station, Cleveland, Ohio.	Lubricating oil.	1 carload	St. Louis, Mo., to Cleveland, Ohio.
H. C. Batchelder, Cleveland, Ohio.	Tires.....	1 carload	Akron, Ohio, to Milwaukee, Wis.
E. J. Burke, Cleveland, Ohio.	Iron pipe.....	3 carloads	Glencoe, Ohio, to Gilmer, W. Va.
E. J. Burke.....	Wrought iron..	3 carloads	Glencoe, Ohio, to Gilmer, W. Va.
E. J. Burke.....	Iron pipe.....	1 carload	Glencoe, Ohio, to Gilmer, W. Va.
W. W. Campbell, Cleveland, Ohio.	Pitch.....	1 carload	Youngstown, Ohio, to W. Farmington, Ohio.
W. W. Campbell.....	Pitch.....	1 carload	Youngstown, Ohio, to Midland, Ohio.
W. W. Campbell.....	Pitch.....	1 carload	Youngstown, Ohio, to Lexington, Ohio.

Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other Employees, May 1 to June 25, Inclusive—Continued

VETERAN	COMMODITY	QUANTITY	MOVEMENT
M. G. Davisson, Cleveland, Ohio.	Import rope....	1 carload..	New York City, to Chagrin Falls, Ohio.
E. J. Burke, Cleveland, Ohio.	School desks....	1 carload..	Cleveland, Ohio, to E. Bank, W. Va.
Maurice Vaughn, chief delivery clerk, Chicago, Ill.	Horses.....	1 carload..	Chicago, Ill., to Akron, Ohio.
James L. Montgomery, Toledo, Ohio.	Window glass, (And all future shipments.)	3 to 4 car- loads....	Kane, Pa., to Toledo, Ohio.
Martin P. Hoban, Monument and Foundry St., Dayton, Ohio.	Coal.....	1 carload..	Holden, W. Va., to Dayton, Ohio.
Frank Stafford, 1609 Mulberry St., Baltimore, Md.	Fertilizer.....	1 carload..	Baltimore, Md., to Allentown, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Reeders, Pa.
Frank Stafford.....	Fertilizer.....	2 carloads.	Baltimore, Md., to Montgomeryville, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Philadelphia, Pa.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Allentown, Pa.
Frank Stafford.....	Fertilizer.....	2 carloads.	Baltimore, Md., to Philadelphia, Pa.
P. Colligan, agent, Allegheny, Pa.	Roofing paper..	1 carload..	Aurora, Ill., to Allegheny, Pa.
P. Colligan.....	Vinegar.....	1 carload..	Warsaw, Ind., to Allegheny, Pa.
P. Colligan, agent, Allegheny, Pa.	Starch.....	2 carloads.	Argo, Ill., to Pittsburgh, Pa.
P. Colligan.....	Starch.....	2 carloads.	South Chicago, Ill., to Pittsburgh, Pa.
P. Colligan.....	Corn Syrup and Rex Jelly	2 carloads.	Argo, Ill., to Pittsburgh, Pa.
P. Colligan.....	Starch.....	3 carloads.	South Chicago, Ill., to Pittsburgh, Pa.
James Fallon, asst. trainmaster, Queen City, Ohio.	Lumber.....	1 carload..	Cincinnati, Ohio, to Zanesville, Ohio.
James Fallon.....	Lumber.....	6 carloads.	Cincinnati, Ohio, to Toledo for Montreal and export.
James Fallon.....	Lumber.....	1 carload..	Cincinnati, Ohio, to Toledo for Montreal.
James Fallon.....	Lumber.....	1 carload..	Cincinnati, Ohio, to Toledo for Montreal.
James Fallon.....	Lumber.....	1 carload..	Cincinnati, Ohio, to Toledo for Montreal.
W. D. Reed, President Veterans' Association Niles, Ohio.	Paving brick...	8 carloads.	Canton, Ohio, to Warren, Ohio.
W. K. Richards, Warren, Ohio.	Tanks.....	1 carload..	Warren, Ohio, to Concordia, Kansas.
R. H. Childs, asst. agent, Warren, Ohio.	Slag.....	15 carloads	Lectonia, Ohio, to Warren, Ohio, via Youngstown, Ohio.
William E. Reeves, Niles, Ohio.	Fire clay.....	1 carload..	Niles, Ohio, to Lowellville, Ohio.
Miss Helen R. Bowden, Niles, Ohio.	Sheet steel....	1 carload..	Niles, Ohio, to E. St. Louis, Ill., for New Orleans, La.
A. S. Wilson, agent, Niles, Ohio.	Sheet Steel....	1 carload..	Niles, Ohio, to Utica, N. Y.
A. S. Wilson.....	Steel.....	1 carload..	Niles, Ohio, to Cleveland, Ohio.
A. S. Wilson.....	Sheet Steel....	1 carload..	Niles, Ohio, to Cincinnati, Ohio.
A. S. Wilson.....	Sheet steel....	1 carload..	Niles, Ohio, to Mt. Clare, Baltimore.
A. S. Wilson.....	Sheet steel....	1 carload..	Niles, Ohio, to Detroit, Mich.
A. S. Wilson.....	Sheet steel....	1 carload..	Niles, Ohio, to Lynchburg, Va.
A. S. Wilson.....	Steel.....	18 carloads	Niles, Ohio, to Detroit, Mich.
F. W. Melis, 414 E. 31st St., Baltimore, Md.	Steel billets....	10 carloads	Baltimore, Md., to Bethlehem, Pa.
F. W. Melis.....	Tin plate.....	1 carload..	Weirton, W. Va., to Baltimore, Md.
F. W. Melis.....	Fertilizer.....	1 carload..	Baltimore, Md., to Wilmington, N. C.
F. W. Melis.....	Starch.....	3 carloads.	Pekin, Ill., to Baltimore, Md.

The Dust Goes to the Soil to Grow More Grain

Accumulation of dust in dust bin is loaded directly into box cars by means of special screw conveyor and air blast for the trimming of dust in the car. This dust has been found useful both by feed and fertilizer manufacturers, and each car as it becomes available, is placed upon the market and disposed of to the best advantage.

The installation and successful operation of cleaners and dust collecting systems has proved a considerable forward step in overcoming the handicap of not having completely modern grain handling facilities. It has also resulted in a substantial saving in insurance premiums in the elimination of the hazard which was caused from insufficient means for the removal and collection of dust. Upon completion of the system an inspection was made by representatives of insurance underwriters and as a result of this inspection, new rates were promulgated which represent a net saving of \$16,000 per year to the Company. There is a further considerable saving in the labor necessary to keep the houses clean and in the means provided for the salvaging of grain contained in sweepings. The new cleaners are much more efficient and economical of operation than the old ones. Operating results up to the present time indicate that these savings will amount to \$9,000 per year, or a total saving of \$25,000 per year, including reduction in insurance.

The dust collecting system was installed under the general direction of H. A. Lane, chief engineer, the writer having immediate supervision of detail, design and field installation. Stinson & Godfrey, 29 South LaSalle Street, Chicago, Ill., were the general contractors. Sweeper system was installed by the Cyclone Blow Pipe Co. of Chicago, and the blowers and high pressure pipe line equipment were furnished by the Guarantee Construction Co. of New York City.

**Engineer Merkel and
the 4401**

(Continued from page 17)

first three or four trips I knew her action perfectly, her peculiarities and how to handle her. And I believe that it would promote a saving in fuel and locomotive upkeep if engines could be given to regular crews to keep and run regularly. Then the engineer and fireman would become accustomed to each other and to the machinery and could handle their

engine better; just as much better, in fact, as a mother can handle her own child better than anyone else can.

"I once had the 4177 for a considerable period and the results proved to me that this method of assigning an engine to an engineer or an engine crew produces more economy than the method of pooling engines.

"Of course, a good fireman is half of the battle in getting good work out of an engine. Economy of fuel depends very largely upon the proper handling of the fire. Engineer and fireman must work in close sympathy.

"It is the fireman's job to see that we get good steam pressure at all times, and that the pop valve doesn't go up while the engine is running. And he can do this if he wishes to.

"It usually happens that on the first trip I make with a fireman whose work I don't know, we burn three or four more tons of fuel than we do on later trips. When the fireman gets to know how the engineer handles his engine, he is able to handle his job accordingly.

"In fact the whole train crew contributes to economy of operation. If they understand each other and there is no jarring element among any of the men, the trip goes smoothly and, even in case of a break or any other kind of trouble, there is such a complete understanding among the members of the crew, that good time and economy of material result."

Engineer Merkel has a nice home in Brunswick and he and Mrs. Merkel are mighty proud of their three children. I met the oldest, Robert, who, as indicated in the picture on page 17, resembles his father very closely. Robert is 16, Imogene, 15, and Claudie is the baby of 1 year.

As Engineer Merkel waved me goodbye as he was crossing the track from the roundhouse to go home, he called back:

"And don't forget that the 4400's are the best Mikados ever put on the Baltimore and Ohio and that the Management and the employees ought to be proud of them."

Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other Employees, May 1 to June 25, Inclusive—Concluded

VETERAN	COMMODITY	QUANTITY	MOVEMENT
F. W. Melis.....	Flour.....	1 carload..	Dover, Ohio, to Rockland, Maine.
F. W. Melis.....	Have instructed	Chicago to	ship all export via Baltimore
F. W. Melis.....	Machinery.....	2 carloads..	Presbury, N. J., to Jane Lew, W. Va.
F. W. Melis.....	Machinery.....	1 carload..	Painted Post, N. Y., to Petersburg, W. Va.
F. W. Melis.....	Machinery.....	1 carload..	Presbury, N. J., to Baltimore, Md.
F. W. Melis.....	Roofing.....	1 carload..	York, Pa., to Baltimore, Md.
C. W. Pence, medical examiner, 24th and Chestnut Sts., Philadelphia, Pa.	Wall board....	1 carload..	Lockland, Ohio, to Woodstock, Va.
C. W. Pence.....	Brick.....	1 carload..	Glasgow, Va., to Woodstock, Va.
C. W. Pence.....	Hardware.....	1 carload..	Wheeling, W. Va., to Woodstock, Va.
H. D. Homer, agent, Martinsburg, W. Va.	Asphalt.....	10 carloads	Baltimore, Md., to Martinsburg, W. Va.
W. E. French, asst. chief clerk, Cincinnati, Ohio.	Sewer pipe....	2 carloads.	Port Homer, Ohio, to Brighton, Ohio.
W. E. French.....	Sewer pipe....	1 carload..	Milltown, Ind., to Brighton, Ohio.
W. E. French.....	Lime and plaster	1 carload..	Gypsum, Ohio, to Brighton, Ohio.
W. E. French.....	Cement.....	1 carload..	Jeffersonville, Ind., to Brighton, Ohio.
W. E. French.....	Lead in oil....	1 carload..	Cincinnati, Ohio, to Louisville, Ky.
P. J. Harrigan, Connellsville, Pa.	Flour.....	1 carload..	St. Paul, Minn., to Connellsville, Pa.
P. J. Harrigan.....	Flour.....	1 carload..	Minneapolis, Minn., to Connellsville, Pa.
Frank Stafford, 1609 W. Mulberry Street, Baltimore, Md.	Fertilizer.....	3 carloads.	Baltimore, Md., to various points.
Frank Stafford.....	Fertilizer.....	4 carloads.	Baltimore, Md., to various points.
Frank Stafford.....	Fertilizer.....	1 carload..	Baltimore, Md., to Reidsburg, Pa.
N. L. Reese, 97 E. Chalmers St., Youngstown, Ohio.	Paper.....	1 carload..	New York City, to Youngstown, Ohio.
N. L. Reese.....	Paper.....	1 carload..	Green Bay, Wis., to Youngstown, Ohio.
W. H. Bittner, 5 Altona Avenue, Baltimore, Md.	Will ship all cars via Balti- more and Ohio.		Baltimore, Md., to various points.
W. H. Bittner.....	Will route every car via Bal- timore and Ohio during June.		Baltimore, Md., to various points.
W. H. Bittner.....	Will give Baltimore and Ohio good share of our business.		Various points to Baltimore, Md.
J. F. Shea, 1005 N. Charles St., Baltimore, Md.	Autos.....	4 carloads per month.	Lansing, Mich., to Baltimore, Md.
Charles Perry, Care of G. F. C. Agent, Baltimore, Md.	Soft drinks....	Less car- loads...	Baltimore, Md., to various points.
Charles Perry.....	Machinery.....	Will see goodly share is given Baltimore and Ohio.	
Roy Fritz, Connellsville, Pa.	Horses.....	3 carloads.	Connellsville, Pa., to Philadelphia, Pa.

RETURNS OF PASSENGER SOLICITATION CARDS BY BALTIMORE AND OHIO VETERANS AND OTHER EMPLOYEES TO JULY 4

VETERAN	PERSONS SOLICITED	NO. PASSEN- GERS	MOVEMENT
John Talbott, conduc- tor, Youngstown, Ohio.	Rev. E. A. Mears.	1	Youngstown to New
D. L. Burns, conductor, Pittsburgh, Pa.	Rev. E. Z. Scanlon.	1	York City and return.
D. L. Burns, conductor, Pittsburgh, Pa.	Two foreigners.	2	Pittsburgh to Uniontown.
R. Campbell, boiler- maker, 2347 Broad- way, Lorain, Ohio.	Mr. and Mrs. Bloom.	2	Cincinnati to Pittsburgh.
W. O. Wassun, Pittsburgh, Pa.	Mrs. Frank Schwert.	1	Monroeville to Columbus, Ohio, and return.
E. E. Killian, 412 E. Pearl St., Lima, Ohio.	F. F. Logan.	1	Pittsburgh to Hunting- ton, W. Va.
	G. B. D. Weese, Sidney, Ohio.	1	Lima to Sidney, Ohio.

Have You a Disabled Buddy in Your Shop?

(Continued from page 25)

always is, the case is passed on to the railroad management for final approval.

The railroads have cooperated splendidly with the Federal Board in the placing of these men. The sub-normal business of the past few months has naturally militated

Returns of Passenger Solicitation Cards by Baltimore and Ohio Veterans and Other Employees to July 4—Continued

VETERAN	PERSONS SOLICITED	NO. PASSENGERS	MOVEMENT
Patrick Moran, engineer, Parkersburg, W. Va.	.....	1	Parkersburg, W. Va., to Boston, Mass.
J. Lemons, S. East St., Seymour, Ind.	Newt Spurling, Seymour, Ind.	1	Seymour, Ind., to Phoenix, Ariz.
J. Lemons,	Ben Hamilton, Seymour, Ind.	3	Seymour, Ind., to St. Joseph, Mo.
A. S. Wilson,	E. J. Samp, Niles, Ohio.	3	Youngstown, Ohio, to Chicago, Ill.
John Cummins, Wheeling, W. Va.	M. M. Morris and Miss Morris, Wheeling, W. Va.	2	Wheeling, W. Va., to to Washington, D. C.
Mr. Arnold, dockmaster, Toledo, Ohio.	.....	15	Toledo, Ohio, to Cincinnati, Ohio.
Paul Cummings, clerk, Akron, Ohio.	.....	8	Washington, D. C., to Akron, Ohio.
A. J. Bell, terminal agt., Cleveland, Ohio.	.....	2	Cleveland, Ohio, to New York.
J. A. Shuck, 5521 Sunny Side St., Pittsburgh, Pa.	Charles Mackentire, Pittsburgh, Pa.	1	Pittsburgh, Pa., to Fairchance, Pa.
Henry Bloss, pipe fitter, Cumberland, Md.	.....	1	Cumberland, Md., to St. Paul, Minn., via Chicago, Ill.
Henry Bloss.....	.....	1	Cumberland, Md., to Cincinnati, Ohio.
Henry Bloss.....	.....	15	Cumberland, Md., to New York City.
R. H. Campbell, agent, Singerly, Md.	.....	4	Newark, Del., to Columbus, Ohio.
O. L. Wallburg, freight office, Lima, Ohio.	Mr. and Mrs. Mathew Richter, 38 Klee Court, Dayton, Ohio.	3	Dayton, Ohio, to Cincinnati, Ohio.
C. H. White, agent, and Mrs. S. E. White, clerk, Rockville, Md.	.....	2	Washington, D. C., to New York City.
C. H. White.....	.....	2	Washington, D. C., to Detroit, Mich.
C. H. White.....	.....	1	Washington, D. C., to Cincinnati, Ohio.
R. S. Smallwood, signal maintainer, Washington, D. C.	.....	1	Washington, D. C., to Little Rock, Ark., via St. Louis, Mo.
James L. Montgomery, Cleveland, Ohio.	R. C. Taylor, Cleveland, Ohio.	1	Cleveland, Ohio, to Uhrichsville and return.
James L. Montgomery..	R. C. Taylor.....	1	Weekly trips, Canton, to Cleveland, Ohio.
J. C. Hahn, passenger conductor, Cleveland, Ohio.	.....	1	Akron, Ohio, to Chicago, Ill.
Josiah Martin, Cumberland, Md.	James W. Martin, Cumberland, Md.	2	Cumberland, Md., to New York City.
H. L. Nesbitt, operator, 1 Princeton St., Cumberland, Md.	H. Harvey Hill, Cumberland, Md.	1	Cumberland, Md., to New York City.
Mrs. A. Fearon, matron, B. & O. Station, Philadelphia, Pa.	Anna L. McKnight, Phoenixville, Pa.	1	Philadelphia, Pa., Washington, D. C.
Robert Dean, Glenwood, Pittsburgh, Pa.	W. L. Hodding, Pittsburgh, Pa.	2 ($\frac{1}{2}$ fare.)	Pittsburgh, Pa., via Washington to Florida.
W. C. Cox, 5647 2nd Avenue, Pittsburgh, Pa.	J. D. Mars, Pittsburgh, Pa.	1	Pittsburgh, Pa., to Philadelphia, Pa.
W. C. Cox.....	Andrew Hill, Pittsburgh, Pa.	1	Pittsburgh, Pa., to Philadelphia, Pa.
George N. Orton, Columbus, Ohio.	Joseph N. Orton, Columbus, Ohio.	1	Columbus, Ohio, to Pittsburgh, Pa.
George R. Wallace, 630 N. 10th St., E. St. Louis, Ill.	George Nugent, E. St. Louis, Ill.	1	E. St. Louis, to Louisville, Ky. and return.
George R. Wallace,	Mr. Williams, E. St. Louis, Ill.	1	E. St. Louis, to Louisville, Ky. and return.
George R. Wallace.....	Mr. Jennings.....	1	E. St. Louis, to Louisville, Ky. and return.
George R. Wallace.....	Mr. Pabst.....	1	E. St. Louis, to Louisville, Ky. and return.

against the placing of as many trainees with the Railroad as would otherwise have been put in training, but it is confidently expected that with the coming of a greater movement of traffic and greater activities in the railroad shops, a considerably increased number of trainees can be accommodated.

There are now about a dozen trainees in the shops of the Baltimore and Ohio Railroad and it is the particular desire of the Federal Board that these men be given a very personal cooperation by the employees associated with them.

The success of the trainee depends on the fellow who works at the same bench with him. This comrade can make it either hard or easy for the World War Veteran who suffered while doing his duty for his country. It is therefore urged upon all employees that they discover if in their shops there are trainees whom they can assist in securing the proper knowledge of the crafts which they have chosen for their life work, and that they give them all the assistance possible.

Trainees are chosen for one craft or another on the basis of:

1. Their adaptability to a particular craft.
2. Previous training and experience.
3. Education.
4. Probable future residence.
5. The employment possibilities in their craft, so that there shall be no overcrowding of apprentices or the craft as a whole.
6. The trainees' disabilities.

It should be clearly understood that the fitting of the trainee for the craft in which he is placed does not interfere in any way with the work available for the members of the craft in a particular shop or on the Railroad as a whole. Further, it does not interfere with the opportunities for apprentices. The training of disabled veterans is not along the same lines as the training of the apprentice; he is not supposed to work on production to such an extent as to take the place of a regular employe of the Company.

The same agreement as made jointly by the Federal Board, the Railroad Administration and the Railway Employees Department of the American Federation of Labor, is in effect on the Baltimore and Ohio today.

In future issues of the MAGAZINE it is our purpose to discuss individual cases of trainees at various places on the System and to tell our readers what progress they are making in their work.

Some Inside Stuff on Gloom Chasing

"YOU can't make a bulldog out of a hound by merely cutting off his tail," Fatty Lewis declared, "and you can't be a Gloom Chaser by merely wearing a button saying you're one."



"What's the big idea?" Hurrah Smith inquired.

"The big idea is that this Gloom Chasing business has got to come from the inside out."

"It's like charity," Lewis added. "It's got to begin at home, be carried to the office and injected into the sour faces."

"You know," Lewis continued, "these birds that's always ready to curl up and quit give me a pain."

"Jes' supposin' old Chris Columbus had quit," Lewis suggested. "He had every reason to act like a crawdad and back up."

"But he didn't," Lewis declared. "The old bird just let the wind keep on blowing him along and finally he made the hill."

"What happened then?" Hurrah inquired.

"Nothing," Lewis replied, "except that Chris had a smarter publicity man than the Indians. Columbus's press agent just grabbed the wire and sent out the story that Columbus had discovered the Indians."

Returns of Passenger Solicitation Cards by Baltimore and Ohio Veterans and Other Employees to July 4—Concluded

VETERAN	PERSONS SOLICITED	NO. PASSENGERS	MOVEMENT
George R. Wallace.....		8	E. St. Louis, to Louisville, Ky. and return.
Theodore Dent, 417 B. & O. Building, Baltimore, Md.	Florence Janifer, Baltimore, Md.	1	Baltimore, Md., to Chicago, Ill., and return.
W. C. Cox, 5647 2nd Ave., Pittsburgh, Pa.	J. D. Mars, Pittsburgh, Pa.	1	Philadelphia, Pa., to Pittsburgh, Pa.
Mr. Eggers, asst. general solicitor, Cincinnati, Ohio.	Mr. Harry Donnelly, Ohio Sand and Ballast Co., Cincinnati, Ohio.	1	Cincinnati, Ohio, to Columbus, Ohio.
Mr. J. A. Logan, chief rate clerk, Cincinnati, Ohio.			
C. T. Allen, janitor, 1710 S. 58th St., Philadelphia, Pa.,	Mrs. Nellie Monroe, Savannah, Ga.	1	Philadelphia, Pa., to Washington, D. C. for Savannah, Ga.
P. J. Harrigan, Connellsville, Pa.		10	Connellsville, Pa., to Pittsburgh, Pa.
Wm. H. Ott, operator, 1113 Lancaster Ave., Pittsburgh, Pa.	G. H. Cumden, Akron, Ohio.	3	Akron, Ohio, to Martinsburg, W. Va., and return.
A. S. Wilson, agent, Niles, Ohio.	C. S. Sigler, Youngstown, Ohio.	1	Philadelphia, Pa., to Youngstown, Ohio.
H. E. Warburton, division freight agent, Dayton, Ohio.	Mr. and Mrs. Prange, Rev. and Mrs. Doner, Dayton, Ohio.	4	Florida (Washington, D. C.), to Dayton, Ohio.
W. H. Bittner, 2902 Overland Ave., Baltimore, Md.	H. M. Price, Baltimore, Md.	1	New York City, to Baltimore, Md.
Sidney Seigler, care of gen'l fr't claim agent, Baltimore, Md.	Mr. S. Oppenheimer, Brooklyn, New York, N. Y.	1	New York City, to Baltimore, Md.

"Take our old playmate Robinson Crusoe," Lewis added, "the poor boob got shipwrecked and landed on an island—"

"Did he get all gloomy?" Lewis inquired. "He did not. He set to work establishing the R. Crusoe Co., Ltd., and the first man-eating canni-

bal that came along old Robbie, instead of getting all panicky, said to the Hon. Cannibal:

"I'm going to bed now. Call me at 7.30 and have the water hot for my morning shave."

"What's the moral?" Hurrah Smith inquired.

"Keep on hustling," Lewis replied. "The guys that do, not only get some place but have stories written about them."

—The Gloom Chaser



To All Handling Distribution of Magazine:

Please Note

Observation indicates that the Magazine is not being distributed most effectively. At certain points piles of Magazines are seen where almost anyone can take as many copies as he wants.

The Magazine should be distributed at all points by hand. It is as easy to keep your supply of Magazines on a desk in an office near the counter or rail, where the person in charge can hand a copy to an inquiring employe, as it is to place copies in piles where people can help themselves. It is more economical and more employes will get copies than are now getting them.

The best method of distributing the Magazine (and the plan works in almost all departments of the service, except among the train service employes) is for the officer in charge to designate someone to see that the Magazines are distributed on the day they are received, when employes are leaving for home after the day's work is over.

Earnest cooperation in this important matter is requested.
The Editor.

The Baltimore and Ohio General Office Baseball League to July 13

Auspices Welfare Department

	Won	Lost	Percent.
Car Service Department..	7	2	.778
Riverside.....	7	2	.778
Auditor Freight Claims...	6	4	.600
Auditor Pass'ger Receipts..	5	4	.556
Transportation Departm't..	5	5	.500
Valuation Department....	4	6	.400
Engineering Department...	3	6	.333
Auditor of Disbursements..	1	9	.100

Safety Section

The Winners in the Special Test Accident Campaign.

THE winners in the Special Test Accident Campaign, which closed May 31 were:

Eastern Lines—East Side (Phila.)
Western Lines—Toledo Terminal.
New York Lines—M. P. Department
Mt. Clare Shops—Boiler Shop.

To each of these there will be presented a banner which can be hung in some conspicuous place as a reminder of the hard fight the winners had to make it a success. These banners are different from awards made in the past. Instead of a large flag which was to be flown in the open, they are smaller and of a good grade of felt and will be an adornment to any office.

A letter from C. W. Galloway, vice-president in charge of Operation and Maintenance, to the winners, commends in warm terms the achievements. After citing the specific figures of each of the winners, Mr. Galloway says:

"The accomplishment of this commendable result has proved conclusively that every employe in and around the terminal took an active and sustained interest in the campaign.

It is with a great deal of pleasure and pride that I offer you my sincere congratulations. The victory banner, which will be formally presented by the General Manager in recognition of the efforts put forth by the employes at I hope, will ever be evidence to you that the observance of Safety Rules means not only efficient railroad operation, but brings happiness to those who practice them. I trust you will preserve for all time what the banner represents and that can only be done by continued practice of the Safety Rules. Your victory was obtained through strenuous competition with other points on the Western Lines, and your fight for success, I am sure, will be an inspiration to your energetic rivals".

It was a trying 60 days that the officers and employes faced. Seldom was a campaign opened more auspiciously than this one. General super-

intendents, superintendents and others in supervising capacity had mapped out the campaign, under the guidance of J. T. Broderick, superintendent Safety Department, and there was a determination to cut deep into casualties. There had been a call for economical operation everywhere, and the elimination of personal injuries was one of the steps. But a higher motive inspired all those engaged in the drive. They wanted to see the human waste stopped.

East Side, winner of the championship on the Eastern Lines, came near putting a stop to injuries, for that terminal, with 310,094 man hours worked in the 60 days, had only one accident. A fireman stepped on a lump of coal and twisted his ankle. It is commendable that it was not a more serious accident, but despite the low mark reached, the officers and employes at East Side were keenly disappointed that they did not make a clear record of no injuries. In the same period last year East Side had 22 casualties.

Toledo Terminal also came through with a single accident, compared with 20 in the same period last year. This terminal worked 260,539 man hours this year. The one accident was caused when a fireman was wetting the coal with a squirt hose and an engineer walked into the stream of hot water. A little more care on the part of this engineer and Toledo would have had a remarkable record.

The three departments, Transportation, Maintenance of Way and Maintenance of Equipment, were in competition on the New York Terminal Lines. They fought every inch of the way for supremacy and the Motive Power employes forged ahead and will have the privilege of displaying the banner. Last year this department had 6 accidents in the 60 days. This year there was only one. The Transportation Department made an enviable record by cutting casualties from 11 last year to 3 this year.

The Boiler Shop at Mt. Clare had to struggle hard throughout the test period to make a record sufficiently good to be declared winner. This department cut its accidents from 20 to

14, with nearly the same number of men working in both periods. The Welding Shop and the Air Brake Shop were pressing close on the heels of the winners and both deserve the highest words of praise.

As this was a test campaign, only a certain number of places were selected for the drive, seven points on the Eastern Lines, seven on the Western Lines, Mt. Clare Shops, New York Terminals and the Baltimore and Ohio Chicago Terminal Railroad. The New York Departments contested among themselves, as did those at Mt. Clare. The Chicago Terminal Railroad was not on a competitive basis, joining in solely with the desire to cut accidents.

Are You Playing Safe with Your Boy?

By Master Carpenter Lewellyn,
Chicago Division.

SAFETY is of great importance to every father, especially every father who has not the privilege of being constantly with his boys. I speak of boys, as I think the mother is more capable than the father of teaching Safety to the daughters of the family.

I expect to give my boys a good education so that they may qualify in a good vocation in life. I desire their education to include good, clean sports that will keep their minds clean and their bodies strong. And I want to see to it that they early understand the advantages of choosing good companions, which, in my opinion, are great Safety items in the development of boys.

Obedience is another Safety factor. They must be taught to be depend-



This banner went to Toledo in the recent No-Accident Campaign. Similar banners were awarded to East Side, which won the championship for the Eastern Lines; the Maintenance of Equipment Department of the New York Terminals, and the Boiler Shop, Mt. Clare, Baltimore, Md.

able. A person in whom no dependence can be placed, is not a safe proposition to his fellow men. Obedience should be taught through love, and not through fear, for love encourages confidence while fear does the opposite. If a father has the confidence of his boys they are not timid in discussing matters with him, thereby giving him the opportunity of submitting good, safe advice to his boys.

In other words, I wish to be a pal

to my boys, so that I may bring them to the realization that good eyes, feet, arms—in short, good, sound bodies are worth millions to them, so that I can teach them the Safety rules by which they may keep their bodies strong.

I want to teach them the importance of being careful and that carelessness is responsible, either directly or indirectly, for a large majority of accidents and a great deal of suffering.

know of anything finer than this? Some say he was lucky, I say "No—just careful." This kind of a record is within the reach of all our men if they will only make up their minds to obey the rules and be careful and cautious. Remember that facts prove that over 90 per cent. of all our accidents are preventable.

About 40 years ago a boy entered the service of the Baltimore and Ohio and in a few years was appointed to a responsible position. He liked the work, it was fascinating to him. In conversation with him one day I asked him how long he intended to keep at that kind of work. He replied, "I would like to do this work 50 years and quit with a clear sheet, and with God's help I am going to try." I have often thought that if every boy or man who starts railroading would make that kind of a resolution, preventable accidents would never happen.

Let us all unite in this great work, letting no chance pass to make the Baltimore and Ohio Railroad the safest on earth, so that we can hear our patrons say, "I feel safer on a Baltimore and Ohio train than at home."

Fifty Years' Service for "Con" Williams with a Clear Record—You Can Do the Same

First Prize Essay, No-Accident Contest, Western Lines

By W. W. Woodward

Dispatcher, Chillicothe, Ohio

ALL employes of the Baltimore and Ohio can help in all Safety movements by familiarizing themselves with all rules and instructions and making up their minds to obey them. These rules were drawn up by capable and experienced railroad men for our guidance and safety and when we disobey them we run into danger.

Obey the Rules

When an order says to reduce speed to 10 miles an hour between Storrs and Culloms, for instance, run 10, not 20. When receiving a caution order or caution block, proceed as the rules say, which is so that you can stop within your range of vision. Don't take a chance of killing yourself or some brother just to save a few minutes' delay. The train ahead of you might delay you for hours, so why take a chance to save a few minutes? Within yard limits, run as prescribed by Rule 93, and if you are working in the yard and the weather is stormy or foggy or if your view is obstructed, apply the rule of Safety and protect the other fellow.

The rules say, "take your time to do your duty safely." No official is going to reprimand a man for working safely. We should train our minds to be always careful. Never make a move on or about a railroad until you are absolutely sure everything is safe. Never allow anyone to take your mind off your work. He probably does not realize the importance of what you are doing. Never hurry at the expense of Safety. There are some men who disregard every Safety rule to get somewhere or get something done. They fail because something happens. The man who gets there is the cool-

headed one who obeys the rules and never allows anything to make him unduly hasty.

Don't Worry!

Never worry, because worry destroys both mind and body. We have no worries that cannot be gotten rid of if we will only make the effort. The wife and children can do much to keep worry out of the home. Live within your income and save something for the rainy day that is sure to come.

When God put this body of ours here, it certainly was not his intention to have it destroyed by our own or someone else's carelessness or neglect, but that we should take care of it until taken by sickness or old age.

We should have the No-Accident Campaign, not only for a few days, but every day, year in and year out. Let us keep this slogan before us whether on or off duty and try and get others to understand that these Safety movements are for their benefit, to try and save their lives and limbs and keep sorrow and suffering out of their homes. Accidents not only destroy lives and property, but they take from the service experienced men who cost the Company time and money to educate. We can't afford to lose men like this. Some men still look upon these Safety movements as a joke. I say this to them: "Get this idea out of your system now before it becomes a very serious joke for you and your wife and children."

"Con" Williams worked 50 years as fireman and engineer on one of our Western Divisions and left the service with a clear record. Not an accident in all these years for which he was held responsible. Do any of you

Are You Taking the Same Chance?

When a coupling did not "make" as two cars came together, a yard brakeman at Dayton, Ohio, signalled the engineer to pull ahead and then back up a second time. As the cars moved the second time the brakeman climbed up the ladder on the end of one of them. They came together with a crash, for the engineer got no signal when to stop. The crash caused the cars to jam together and the brakeman between them was mashed.



Drawn by Operator Kubes, Cumberland Division



BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*

MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

"Cleanliness is next to Godliness"

We have recently finished a cleanup on our Railroad, the like of which it has never seen before, and it suggests a line of thought which ought to be of interest to the individual.

Have you ever noticed that successful men are clean-looking men? You never see them unshaven or with dirty collars or unpolished and run-down-at-the-heel shoes. At the same time they may be most economical in clothes and wear them longer than does the ordinary man, the very reason for this being that they take such pains in seeing that they are kept neat and well cared for.

The chief executive of one of the largest trunk lines in the United States was recently talking on this subject of the importance of personal appearance in business life. It might be added that he rigorously practices what he preaches. He said:

"At times when I was an engineer I had pretty hard sledding financially. It was in the days of railroad building and much of the work of locomotive engineers waited on railroad construction in the middle west. First there was a boom and then there was a slump, yet I was never in such hardluck as not to be able to keep clean.

"I shaved myself every day and continue to do so now. It is the cheapest, quickest and easiest personal appearance insurance I know of. I always tried to answer my call for work on a passenger engine looking a credit to my employer and myself. I didn't come in contact with the public as did the conductor, but many railroad patrons saw and knew me; hence my shoes were always polished, my collar clean, my hair neatly trimmed and my clothes decent looking. When I got to my engine I had a second best suit of overalls and I put them on to look over the machinery and do the necessary oiling and other dirty work. When I had finished this I drew a bucket of water from the injector, washed up, put on a clean collar and got up in the cab, ready for my run and looking at least self-respecting. This doesn't mean that in order to look neat an engineer has to put on a clean collar every time he starts his run.

"When my overalls got dirty I used the same little bucket to wash them in, doing the work myself and drying them at an opportune moment in the engine cab. When the day's work was over I washed up again, packed my overalls away, put on clean clothes and made a respectable appearance at my boarding house.

"It wasn't a question of money with me—it was a question of pride. One of my fellow workmen once asked me why I took such pains to keep clean and I told him that I couldn't afford to be otherwise."

Pressed for a statement as to how the appearance of other men associated in business with him affects him, the speaker went on:

"Suppose I was hunting for the best engineer I could find to make an especially important run. Suppose I knew six of them and they were all about equal in ability but one of them was the cleanest and neatest in appearance. Is there any question which one I would choose?"

"I have often been called upon to tell reporters something about the business of the railroad and it has been my experience that those who are neatest in appearance are those who have reported what I told them most accurately.

"If I see a train or station employe who impresses me with the neatness of his appearance, my opinion of him is immediately enhanced and, chances are, it may be of some profit to him.

"In fact all my experience in business has taught me the value of a clean personal appearance. Perhaps I can sum it up by the following:

"I recently addressed a mass meeting of students of a New England University. After the meeting, a group of them asked me if I would talk to them further for the few minutes before my train time on something that I considered of importance to them. So I told them my opinion of the value of personal appearance. I said that if any one of them ever hunted a job on the railroad with which I am connected and happened to get into my office to see me about it, my decision in regard to placing him would be at least one-third made before he got to my desk. For, whether he knew it or not, I would have sized him up pretty well from the standpoint of his appearance and his deportment as he walked over to me from the door.

"That is how much I think of personal appearance and that is how much I like to see every employe of our railroad, and especially those who have to meet the traveling public and our shippers, present a neat and clean appearance."

Don't Forget Your Flag!

On the Saturday before Independence Day this year a letter came to me from my mother. It was filled with chatty news about the old home and the old friends, and had with it a sheaf of little articles from current publications. She called it "My Fourth of July Letter." A typical "Mother Letter," and on the back of the envelope up in the corner in fine letters she wrote: "Don't Forget Your Flag."

It recalled my boyhood days, the celebrations of the old fashioned Fourth, with the midnight vigils of the eve before to greet the coming of the day with appropriate noise from cannon, pistol and firecracker. It was the boys' day *par excellence*, with its incessant racket, streets filled with exploded firecrackers and torpedoes, air heavy with the smoke and smell of powder.

In all of the celebration, the mother had a big part. But there was one duty which was hers alone, one which she regarded with a peculiar reverence and privilege, namely that of hanging out the third story window the old Flag, which had been in her family for years, and which, as she often told me, had been hand-sewn by her own mother during the Civil War.

The little community in which I now live has a notable civic spirit and patriotic atmosphere. This year we had a big celebration. The boys of '65 and those younger heroes of the more recent and more terrible war were well remembered. A band of uniformed soldiers from a nearby camp furnished the music. Races and general community contests were enjoyed by old and young of both sexes. But the Flag—must I say it—was noticeable by its absence.

Only a few of our people displayed it on this the greatest of our national holidays, when its beautiful colors and design should have graced the home of every citizen there. It was no credit to me that my home showed the Flag, because this same mother had sent it to me in time for Memorial Day and had reminded me so forcibly of my privilege and duty on Independence Day that I could scarcely forget.

It is not because we are intentionally neglectful—it is only because we forget. But that hardly makes the omission any less serious in its effect. The Flag is the one outstanding emblem of our national life, of all the proud history and the high ideals of our nation, of the sacrifices which won at Valley Forge, at Gettysburg and in the Argonne, of the hope of America for World Peace and the onward march of civilization.

Don't forget your Flag!

Something to Crow About

During the month of May our four passenger trains, Nos. 15, 5, 7 and 9, made a wonderful "On Time" record going into Grand Central Station in Chicago.

No. 15 was late but once; No. 7 was late but once; No. 9 was late but three times; and No. 5 put her passengers into the station on time or ahead of time without a single failure.

No. 5 was ahead of schedule from one to ten minutes on seventeen different mornings and the other trains were ahead of their schedules much oftener than they were behind them.

For the month of July the record of the above trains arriving at the same terminal shows them only five times late. No. 15 got in a few minutes late on three occasions, No. 5 was only late once and that because of a landslide. No. 9 was late but a few minutes on one occasion and No. 7 had a perfect record!

Talk about teamwork! Such performances require the best efforts of thousands of employees, contributing in greater or less extent to the many factors entering into them. Special credit, of course, is due to the crews handling these fine trains and particularly to the engineers and firemen.

Congratulations!

The Cure—More Freedom of Management

The tragedy of the average railway investor has never been adequately described. Other property went up. His declined. In ten years land, buildings and plants have doubled in value. The railway owner's possessions have been halved. Is it strange he is averse to sending good money after bad?

In former days, when railway investment was not penalized, the public, decade by decade, saw rates lower and service improve. When a paralyzing hand fell on the business and there was no profit in doing specially well came retrogression. *There is the old, old lesson that it does not pay to shackle capacity.*

The country may again expect to be satisfactorily served when the best managed railway makes the most money and this is considered creditable to its managers. To treat symptoms is well enough, but it is wiser to strike at the roots of disease. *Liberty of Action is the Pressing Need of the Railways.*

The greater part of the regulating legislation which Congress and 48 legislatures have enacted must be swept from the statute books. As to our most vital industry we have been guilty of violating a natural law.

—New York "Tribune," June 2, 1921.



An Interesting Old Pass

The name of David Carver appears on a list of employees of the Baltimore and Ohio recently pensioned. When he sent in some information concerning his career with the Railroad, he included a trip pass issued to him on June 21, 1871, by John S. Wilson, master of road. This officer will probably be remembered by some of our old employees.

The pass is printed on common white paper and is substantially the same in its general provisions as the passes issued today. However, it is notable for two restrictions on it, not commonly in effect these days on trip passes issued to employees.

On the face of it is specified: "Good in one direction for one day only and not to return." On the back of the pass it states in long hand that Mr. Carver was returning from a visit to his family for work with the Road, and this restriction was possibly made as an additional incentive, perhaps generally used in those days, to insure employees getting back to work on time. This, however, is only a surmise on our part.

The other restriction appears on the back of the pass and reads as follows: "The holder of this free pass . . . will take such seat as the conductor shall assign to him."

Evidently the custom of issuing free transportation has taken on a more liberal interpretation since those days. Employees now suffering the restriction of being expected to take a seat assigned to them by the conductor would probably consider such procedure an infringement on their personal liberties.

There is, of course, little reason for even thinking of such a restriction in connection with the use of passes by a very large majority of our employees. There are some, unfortunately, upon whom such a restriction could be visited with benefit to their fellow pay passengers, their fellow employees traveling on free transportation and the reputation of the Railroad.

Free transportation is issued by the Railroad Company at its own discretion and it is a favor which should be used and not abused.

He Kept 'em From Slipping Back!

A green brakeman was making his first trip up the Sierras. The grade was steep and they had an unusually hard time making it. At the station, after reaching the top, the engineer, looking out of his cab, saw the new brakeman. Mopping his brow, he said with a sigh of relief, "Well, me lad, we had a tough time making it today, didn't we?"

"You bet we did," answered the green one, "and if I hadn't put on the brakes, we'd have slipped back."

A few like him, jamming on the brakes on the upgrade, would soon have us all hitting the downgrade.

—The Barrett Trail

When a man tells you everybody has always been against him, you have found the loose nut in his machinery.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
J. H. COULBOURN.....	Passenger Baggage man.....	Philadelphia, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

Motive Power Department

L. A. CATHER.....	Machinist.....	Fairmont, W. Va.
W. D. LENDERKING.....	Plumber.....	Baltimore, Md.
D. J. REID.....	Machinist.....	East Chicago, Ind.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

Maintenance of Way Department

IRA E. BAKER.....	Section Foreman.....	Kanawha Station, W. Va.
J. S. PRICE.....	Account Clerk.....	Newark, Ohio.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

Statement of Pension Feature

Employees who were honorably retired during the month of May, 1921, and to whom pensions were granted:—

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Capehart, Manford L.....	Passenger Car Repairer.....	Motive Power.....	Illinois.....	13
Connolly, Joseph.....	Foreman.....	Maintenance of Way.....	Wheeling.....	37
Cull, John.....	Car Repairer Helper.....	Motive Power.....	Ohio.....	17
Donmoyer, Frank J.....	Crossing Watchman.....	Conducting Transportation.....	Illinois.....	12
Doyle, Anthony S.....	Car Builder.....	Motive Power.....	Baltimore.....	36
Figlesthler, Herman.....	Foreman.....	Maintenance of Way.....	Ohio.....	51
Forbes, Thomas N.....	Engineer.....	Conducting Transportation.....	Newark.....	41
Heckathorn, George E.....	Laborer.....	Maintenance of Way.....	Baltimore.....	8
Hodson, Oscar.....	Coach Repairer.....	Motive Power.....	Ohio.....	11
Lipscomb, John J.....	Stevedore.....	Conducting Transportation.....	Baltimore.....	27
Littig, William N.....	Clerk.....	Freight Claim.....	All.....	18
McCulgan, Andrew J.....	Tool Room Man.....	Motive Power.....	Ohio.....	34
Minefelder, Louis.....	Blacksmith Helper.....	Motive Power.....	Ohio.....	34
Moller, Johan.....	Laborer.....	Motive Power.....	Baltimore.....	41
Murphy, William F.....	Machinist.....	Motive Power.....	Baltimore.....	44
Neudorfer, Phillip.....	Coppersmith.....	Motive Power.....	Ohio.....	49
Rowan, James.....	Painter.....	Motive Power.....	Ohio.....	39
Smith, Hubert J.....	Cabinet Maker.....	Motive Power.....	Baltimore.....	37
Sterling, Matthias C.....	Car Repairer.....	Motive Power.....	Illinois.....	27
Stotelmeyer, Wm. C.....	Fireman.....	Conducting Transportation.....	Baltimore.....	34

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

During the calendar year 1920, \$342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to April 30, 1921, amount to \$4,379,203.70.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Athey, Elias J.....	Watchman.....	Conducting Transportation	Shenandoah..	April 27, 1921.....	42
Gill, Taylor.....	Locomotive Cleaner..	Motive Power.....	Baltimore.....	May 21, 1921.....	30
Caddy, Frank C.....	Agent and Operator..	Conducting Transportation.	Toledo.....	May 12, 1921.....	27
Fazenbaker, Wm. E.....	Engineman.....	Conducting Transportation.	Cumberland..	May 10, 1921.....	44
Keyser, John.....	Painter.....	Motive Power.....	Baltimore.....	May 9, 1921.....	39
Meinfelter, Andrew.....	Tinner.....	Motive Power.....	Ohio.....	April 18, 1921.....	36
Midkiff, Solomon.....	Crossing Watchman.....	Conducting Transportation.	Ohio River...	May 2, 1921.....	26
Peyton, George W.....	Brakeman.....	Conducting Transportation.	Philadelphia.	May 10, 1921.....	24
Tenney, Edward P.....	Agent.....	Conducting Transportation.	Indiana.....	May 4, 1921.....	41
Wolfe, Lewis W.....	Foreman.....	Maintenance of Way.....	Connellsville..	May 4, 1921.....	40

Pensioners' Roll of Honor

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

GOLDSMITH—"The Deserted Village"

W. L. Alderton

W. L. Alderton, pensioned carpenter, was born on July 11, 1853. He began work with the Railroad at Piedmont on March 1, 1887. While at Piedmont, he worked as a member of the wrecking crew under the late Edward Napier, then wreckmaster. At that time they used a crane, operated by man power, the lifting device being a windlass. Mr. Alderton was married 39 years ago to Miss Anna Dean, of Keyser, West Virginia. He has two sons, Marshall, of Keyser, and Dennis, of Hanover, Pennsylvania.

Mr. Alderton was retired on March 8, this year.

Joseph Connolly

Joseph Connolly, foreman, Maintenance of Way Department, Wheeling Division, was born at Clifton, County Galway, Ireland, on March 14, 1850. He attended the parish schools, and became a farmer.

At the age of 20 he came to the United States, settling first in Steubenville, Ohio, where he was employed by the Pennsylvania Railroad. In 1884, he moved to Holloway, where he was employed as section foreman on the C. L. & W. Railroad. He was subsequently promoted to the position of supervisor, and was holding this position when the C. L. & W. was taken over by the Baltimore and Ohio.

Mr. Connolly now lives at Bridgeport, Ohio, with his family, his wife, one daughter, and three sons. He was pensioned on May 9, this year.

D. B. Riley

D. B. Riley, pensioned passenger conductor, was born at North Vernon, Ohio, on October 2, 1854. His early life was spent in working at a plaster mill and driving teams. He entered the service of the Baltimore and Ohio (that section then known as the Ohio and Mississippi), on May 4, 1884, as brakeman on the Indiana Division. He was promoted to freight conductor on June 1, 1889, to passenger conductor on May 15, 1904. He served in this capacity until April 21, this year, when he was pensioned.

John W. Tracy

John W. Tracy was born at Middletown, Maryland, on October 4, 1854. Here he attended the public school and helped his father on the farm until the age of 18, then worked with a dairy for about four years. Later, when his parents moved to Harpers

Ferry, W. Va., Mr. Tracy entered the service of the Railroad as trackman. Later he was transferred to Brunswick as boiler washer. Several years later, he was transferred to Cumberland, where he worked at the old roundhouse for about 25 years as boiler washer, then was given the job of machinist, in which capacity he worked until this year. He was pensioned on April 1.

Herman Figlestahler

Herman Figlestahler, pensioned roundhouse foreman, Ohio Division, was born in Baden, Germany, on December 6, 1855, but he wants it understood that he is not pro-German.

At the age of one and a half years he came to the United States with his parents, who settled in Chillicothe, Ohio. Here the boy attended school until he reached the eighth grade, then started to work in a shoe store. On January 1, 1870, he entered the service of the Railroad as a machinist apprentice. Through faithful services, he was promoted to foreman of the back shop, and finally, to roundhouse foreman. He held the latter position for 21 years, finally becoming disabled because of rheumatism, which necessitated his giving up his work. He was pensioned on April 5, this year.

Mahlon L. Redman

On December 1, 1866, when the Zanesville bridge fell into the river, killing one man and injuring several others, there was a call for a conveyance to take some of the injured men home. Nearby, at Claypool Mill (now known as Nashport), there stood a two-horse spring wagon, driven by a boy of 13, waiting to carry home some milling. This boy was Mahlon L. Redman, who nineteen years later entered the service of the Baltimore and Ohio Railroad. However, he claims that his service began on this day in December when he offered the use of his wagon to carry an injured man home, and he challenges any of the Newark Veterans to show a longer service record.

Mahlon Redman, pensioned carpenter, was born on July 1, 1852. His mother died while he was still an infant, and he with his older brother was taken to live with their grandparents. These grandparents were members of one of the first Baptist churches in the country; the grandfather being one of a family of 24 children. In December, 1885,

he entered the service of the Baltimore and Ohio, where he remained until March 5, this year, when he was pensioned.

Mr. Redman reminds us of a little romance in connection with the incident of his early "service" with the Railroad. Levi Claypool, one of the injured men whom the boy carried home in his spring wagon, lived in a fine mansion on the hill south of the gravel pit. Mr. Claypool never forgot the favor and invited the young man to visit him. In the family was a young lady, whom the boy became acquainted with. His visits to her soon became frequent and prolonged, and finally, in 1873, the two were married.

Martin Thompson

Born in Norway in 1849 and spending his life on the water, Martin Thompson has had an interesting career.

At the age of 14, he went to sea as a deck boy in a lugger trading between Norway and Denmark. After one year's service, he shipped in a square-rigged vessel trading in the North and Baltic Seas; later as able sailor in clipper ships trading as far north as the White Sea, Russian and French ports. At the age of 22 he joined larger square riggers, and during four years of service on one ship, made trips between England, Canada, Brazil and the Mediterranean. He returned to Norway as second mate on a larger barque.

After marrying in Norway, he shipped on steam vessels trading between Norwegian ports and Hamburg and Bremen. A year later he joined a steamer plying on the Norwegian Fjords. He remained on this vessel for 11 years, going up the ranks from sailor to Captain.

Business becoming slack, he took passage to New York, landing there in May, 1885. During that year he joined the old Baltimore and Ohio lighter, "Success." After six months he left to run on steamers plying between New York and New Orleans, but in 1887 he came back to the Baltimore and Ohio, on the lighter "Murphy." Later he was transferred to the lighter "Miller," then promoted to the "S. J. Clarke." He remained on this lighter for 13 years, then spent 16 years more on the steam hoister "Patuxent." From here he was transferred to the lighter "Number 110," where he spent one year, making a total of 33 years of continuous service in the Baltimore and Ohio Lighterage Department.

Mr. Thompson was pensioned on January 17, this year.

Robert F. Huffman

Robert F. Huffman, pensioned patternmaker, was born in Sonora, Ohio, on March 27, 1854. He first entered the service of the Company on May 1, 1870, as carpenter at Zanesville, Ohio. He tells his own story:

"My first experience with the Baltimore and Ohio before I entered the service was when I discovered a broken rail as I was walking along the track one day. The rail



MANY YEARS OF FAITHFUL SERVICE ARE REPRESENTED HERE
 Top row: James Rowan; John W. Tracy; Robert T. Huffman; Robert Singleton. Second row: George W. Sears; John W. Weakly; Wilbur McKenzie (above); Robert J. Cobaugh; David B. Riley. Third row: Frank J. Donnemeyer; Martin Thompson; W. L. Alderton; B. F. Long; Glen C. Lapham. Fourth row: Mahlon H. Redman; James McLaughlin; John Cull; Herman Figlestahler

was also thrown out of place. I replaced it as best I could, then watched for the first train. Soon I heard one coming from the West. I ran back, and with my red handkerchief flagged the train, for I guessed well what the result would be had the train crossed over the rail. As soon as the train was stopped, I got such a blessing that it would not look well in print. Then, without telling the engineer the trouble, I got up on the engine and slowed him down to the place where an accident might have occurred. When he saw it, he thanked me, spiked down the rail as best he could, slowed over, and told me where to find the section foreman. I ran back and notified Foreman Patrick Traheay, who hurried with his gang and made the necessary repairs.

When I first entered the service of the Railroad, I worked on the incline leading to the new bridge across the Ohio River at Belaire. From there I was sent to the Chicago Division, between Chicago Junction and Garrett, Indiana. Here I worked until the last two rails completing the line between Chicago Junction and Chicago, Illinois, were laid. I was present when the gold spike was driven by David Zell, in the presence of a number of Baltimore and Ohio officers. After several speeches, all of the employes were given a sumptuous dinner and an entertainment.

"In 1880, I went to work for the T. & O. C. Railroad, as carpenter. In 1884, I returned to the Baltimore and Ohio as coach repairer, Newark Shop. I served in this capacity until 1901, when I was transferred to the pattern shop.

"I was pensioned on March 1, this year."

George W. Sears

George W. Sears, pensioned cabinetmaker, Illinois Division, was born on December 9, 1853, at Orleans, Orange County, Indiana. He learned the trade of carpenter and followed this occupation until 1903, when he came to Washington, where he obtained employment in the Baltimore and Ohio Shops as cabinetmaker. He married Miss Catherine J. Tindall in 1866. Four children were born to them, two dying in infancy, one at the age of 22, and one at 21.

James McLaughlin

James McLaughlin first entered the service of the Baltimore and Ohio in 1898 as locator, Indiana Division. His promotions were as follows: loading clerk, November 1, 1898; tallyman, February 1, 1907; delivery clerk, March 1, 1917; tallyman, April 16, 1917. He was retired on December 5, 1920.

John Cull

Born in Chillicothe, Ohio, on October 24, 1853, and one of nine children, John Cull, pensioned car repairer, Ohio Division, entered the service of the Company at the age of 14 years, as water boy, on the old

M. & C. In a few months he was made trackman, and worked in this capacity for four years. For the next 14 years of his life, he worked for the C. C. C. & St. L. Railroad, returning in 1892 to the Baltimore and Ohio at the Chillicothe shops. Here he has worked ever since, with the exception of a few years, during which he served the city of Chillicothe as a member of the city council, and later as street commissioner. During the last few years of his railroad service, Mr. Cull suffered with rheumatism. On April 5, this year, he was placed on the pensioners' list. Mr. Cull's father was one of the pioneer settlers of Chillicothe, having made his home here in 1837.

James Rowan

James Rowan, pensioned laborer, Motive Power Department, Ohio Division, was born in Washington County, Ohio, on March 16, 1854.

He attended school until he reached the fifth grade, then began work as trackman on the old M. & C., now the Baltimore and Ohio.

He continued here for three years, then went to work for the Cincinnati Southern, returning to the Baltimore and Ohio in 1882. Mr. Rowan was pensioned on March 30, this year.

Frank Donmoyer

Frank J. Donmoyer, Flora, Illinois, has been placed on the Pensioners' list after 33 years of service with the Railroad.

Mr. Donmoyer was born on April 17, 1855, in Lebanon County, Pennsylvania. In 1865, he came to Flora as a farmer. He entered the service of the Ohio and Mississippi Railway on April 1, 1888, as laborer on Section No. 12. After five years, he was made extra foreman. Nine years later he was appointed section foreman on Section No. 11, and held this position until the time of his injury. He was given a temporary position as crossing watchman, but being unable to take care of this work, he was granted a pension on April 16, this year.

John W. Weakley

John W. Weakley, retired foreman, Newark Division, was born on February 8, 1854. He entered the service of the Company in August, 1872, and worked for two years. He came back again in 1888 and worked as laborer on Section No. 21, until July 11, 1893, when he was promoted to section foreman at McElroy, Ohio. He held this position at McElroy and at Junction City until April 1, this year.

Wilbur MacKensie

Among the photographs of the pensioners we find one of Wilbur MacKensie, to whom a pension was granted on April 1, this year. Mr. MacKensie was born at Oella, Baltimore County, Maryland, on December 23, 1855. He entered the service of the Baltimore and Ohio on May 29, 1872, as machin-

ist apprentice, Mt. Clare Shops. Here he served his apprenticeship under the late C. T. Turner. He was a machinist at Mt. Clare from that time until his retirement. Mr. MacKensie is a member of the Veteran's Association and a strong advocate of Safety First.

Robert Singleton

Robert Singleton, track foreman, Cleveland Division, was born in Chillington, Somerset, England, on September 21, 1854. He came to the United States with his parents at the age of seven. His early life in this country was spent on a farm in Brecksville until 1882, when he came to Cleveland and went to teaming. The following year he returned to Brecksville and married Miss Ida May Hardesty. He began railroading in 1883 and worked almost continuously on washouts and breaks in old canal bed.

Glen C. Lapham

Glen C. Lapham, pensioned train baggageman, Chicago Division, was born on his father's farm at Republic, Ohio, on February 3, 1851. He worked on the grading of the Baltimore and Ohio in 1873 and 1874, at the time of the building of the Chicago Division, but was first employed regularly as a local freight brakeman in 1875. In 1876 he was transferred to passenger brakeman.

The cars at that time were equipped with straight air, link couplers, and the links had to be blocked with wooden wedges to take up the slack. The coaches were lit up with tallow candles and were heated with wood-burning stoves. They also had to string bell cords from car to car instead of operating with the present air signals.

Mr. Lapham was promoted to train baggagemaster in 1883. This position he held until he was taken ill in December, 1919.

Benjamin F. Long

Benjamin F. Long, pensioned oil distributor, was born on October 30, 1849, in Loudon County, Virginia. At the age of 12, he went to work on a farm. On February 20, 1873, he went to work for the Baltimore and Ohio as trackman. In 1881 he became blacksmith helper; in 1891, oil distributor, Brunswick. He was pensioned on January 25, this year.

Robert J. Cobaugh

Robert J. Cobaugh, pensioned engineer, Pittsburgh Division, was born on October 14, 1851, at Conemaugh, Cambria County, Pa., then a small town on the Pennsylvania Railroad.

He lived and worked on a farm until the age of 15, when he began his career as brakeman on the train of which his father was conductor. Being under age, his father had to sign a release in case of accident. He was

(Continued on page 71)



Memorial Services Held By Monongah Division Veterans

By Charles W. Cassell, Secretary

THE Grafton Baltimore and Ohio Veterans, their families and many friends, attended the memorial services held at the Grafton High School Auditorium, on Sunday afternoon, May 8, in honor of the deceased members of the local chapter.

The services were opened at 2.30 o'clock by the president of the local Veterans' Association, J. B. Kimmel, after which a beautiful discourse on "The Need of Prayer" was given by the Rev. Father John P. White, assistant rector of St. Augustine's Catholic Church. Father White concluded his remarks by reciting the Lord's Prayer. The audience sang "Nearer My God To Thee." Then followed a selection by the orchestra.

Miss Nellie McGrady came fifth on the program in a beautiful rendition of a vocal solo, "Jesus, Lover of My Soul." Mrs. Clarence Strickling then played "Adagio Pathetique" on the violin.

A male quartet composed of Thomas Vance, H. F. Church, Lee Evans and Louis Smith, rendered a selection entitled "The Wondrous Cross." The quartette number was especially pleasing.

Miss Anna E. Remlinger, local musical instructor, gave a solo, "Beautiful Isle of Somewhere." The orchestra followed with another selection. Preceding the roll call of deceased brothers, Miss Lelia Ware sang a pleasing solo.

The roll call was then read by Secretary C. W. Cassell, viz: Robert Anderson, John H. Bennett, James Flanagan, Patrick Fahey, J. P. Judge, Samuel W. Ridenour, John M. Cassell and James W. Grinnan.

"The Place of Pity," a solo, was rendered by Mrs. J. B. Moran, vocal instructor and musical director of the Woman's Club.

A short talk was given by B. Z. Holverstott, superintendent of the Monongah Division, who spoke of his admiration of the service of the men and of the honor that was due them for their accomplishments in the service.

Judge Ira E. Robinson delivered the memorial oration which referred beautifully to the occasion of Mother's Day. He recited several appropriate poems.

Following the memorial oration, the male quartette rendered "Going Down the Valley One by One." Rev. P. T. Crickenberger, of St. Paul's Lutheran Church, dismissed the audience with prayer.

The memorial services were the first of their kind to be held in this state by the Veterans and it is expected that the idea will be adopted and carried out by other chapters.

A number of people from Weston, Clarksburg, Parkersburg, Wheeling and Fairmont attended the services. These included: J. F. Shafferman, president of the Fairmont chapter; Mrs. Frederick Wittman, president of the Ladies' Auxiliary of the Fairmont Association; Mrs. H. S. Fleming, Mrs. H. Horan, and Mrs. John Hession; Grand Vice-President and Mrs. John Garvey, of Wheeling. The committee on memorial consisted of: F. M. Keane, J. J. Cassell and William McFarling.

Biggest Veterans' Picnic at Somerset, August 16

August 16 is the date and Somerset, Pennsylvania, the place for what is expected to be the biggest Veterans' Picnic ever held on the Railroad.

Special trains will run from Pittsburgh, Cumberland and Connellsville, and additional transportation facilities provided elsewhere if needed.

Those who were present at the Somerset picnic last year need not be reminded of the beauty of the park there, nor of the splendid outing enjoyed on that occasion.

All local lodges of the Veterans' association will be kept posted on developments and individual Veterans can secure whatever information they desire from their officers.

Fairmont Veterans' Third Anniversary

ON MAY 21, the Fairmont Veterans celebrated their third anniversary.

Among those present were: Mayor Conner, Judge Hayman, and Superintendent Holverstott, of Grafton. A delegation of 100 Grafton Veterans came in a special car: Brother Kimmel, president; Brother Harrigan, Brother Wardley, 15 of the Ladies' Auxiliary of Connellsville, and a delegation from Wheeling also attended.

A banquet was served by the Fairmont Ladies' Auxiliary. The meeting opened at 7.00 p. m. The members from Grafton had to leave on the 9.45 train, but those from Wheeling and Connellsville stayed on until midnight. Splendid talks were given by Judge Hayman, Superintendent Holverstott, Grand President Sturmer; President Harrigan, of Connellsville Chapter; Grand Secretary and Treasurer James Wardley.

The entertainment was furnished by home talent. The "Veteran Quartette" rendered the old song, "Darling, I Am Growing Old."

Fairmont Memorial Services

On June 12 in the Methodist Episcopal Church of Fairmont, W. Va., an impressive service in memory of deceased Baltimore and Ohio employes was held under the auspices of our Veterans' Association.

Meeting in the K. of P. Hall and preceded by a band, a large number of Baltimore and Ohio employes marched to the church at 2.30 p. m., where they listened to a sermon by Dr. Claude H. King, the pastor, and addresses by J. M. Scott, general superintendent, and B. Z. Holverstott, superintendent of the Monongah Division.

Attractive musical numbers were a part of the program as was the reading of the names of the departed Baltimore and Ohio men. Fred. H. Brumage of the Veterans' Association was chairman of the committee in charge and all who attended were deeply impressed by the beauty and appropriateness of the service.



Thelma, daughter of Conductor H. S. Culbertson. She sings and dances for the Veterans.

Brunswick Celebrates the Thirtieth Anniversary of the Opening of Its Yards

(Aunt Mary tells the story, and Ezra is inspired to verse)

I DUNNO as that there is poetry or not. Ezra made it up, so don't blame it on me. To tell the truth, I went to that picnic up at Brunswick an' left Ezra to home, as usual. An' las' night when I set down to write all about what I seen there, Ezra comes along an' sez that whatever I wrote he wuz goin' to put it into poetry. Some places he got stuck, an' there's where I'll have to take it out of his mouth an' tell it myself. Howsomever, as the fellow sez, "it's more truth than poetry."

'Twuz on the 10th of May, an' all us folks wuz down there at Camden Station, all ready to go, long before train time. The Mt. Clare Band wuz there, an', as Ezra sez:

"We laughed an' talked together, an' shouted an' we sung,
One old fellow got to jiggin'—an' one sister held her tongue."

(Now that wuzn't a-tall nice fer Ezra to say, but some of them Vets is got a grievance against some o' the sisters, so that explains it. Howsomever, if Ezra had a-seen Miss Crone, night matron at Camden Station, dancin' in the ladies' waitin' room, what he writ would-a been more than poetry.)

Brother Holmes wuz shorely happy, but he had some worries, too,
For some other brother Veterans, they had told him what to do:

"Sisters, I've heard tell that your picnic comes in June,
An', Sisters, I'm right here to state you'll sing a different tune
If you don't invite us men-folks, nor let us in that park.
If you stay 'till after supper, what'll you do there after dark?

What will you do with no one to escort you to your door?

Sweet will be our revenge, every man of us has swore

That ne'er a lady will we meet, not even his old woman—

Unless you take us brothers, too, an' act like you be human."

But Sister Shipley shook her head, an' Sister Hanson smiled.

Fer they wuz goin' to Brunswick now, an' wuzn't to be riled.

We took the train a few minutes after eight o'clock, an' we wuz on the way. What a glorious day it wuz! Not a cloud in the sky, an' everybody as happy as could be. It didn't seem like no time a-tall before we got to Brunswick, where the folks there wuz all waitin' fer us.

We got right off an' marched straight up to Brunswick's Red Men's Hall
By twos an' twos, like in the ark, with music, flags, an' all.

"This mornin's sun," sez Sister Stone, "jus' puts me on the bias,

Will you please raise you parasol, so freckles won't come nigh us?"

"The folks from Baltimore is big," sez one audacious feller,

"I'd like to see two folks I know walk 'neath the same umbreller;
If Mrs. Shipley an' Brother Sturmer wuz runnin' fer the train,
Which one of 'em would get the shade, an' which would get the rain?"

The real parade took place at two o'clock, an' them scenes what went down that street on the way to the park, jes' set my heart a-b'ilin. There wuz our officers, all dressed up fine; there wuz the Veteran brothers—but let Ezra tell it:

First come our worthy officers with smilin' faces bright

An' hats come off an' cheers went up, an' folks bowed left an' right;

Then come the Veterans, old an' young, with all their banners, too,

An' I wuz proud o' them big boys, each one as staunch an' true

As sturdy oaks, an' you can bet that they be good an' kind

To them Auxiliary sisters who was follerin' close behind.

Then there wuz all the children from the Brunswick schools, you know,

An' if there had been nothin' else, them kids put on some show—

Some gals in pink sunbonnets, an' some in ribbons blue,

An' little tikes in overalls, brakeman an' firemen, too;

An' they had a baby engine that they carried in their hands—

You could have heard it whistle, if it wuzn't fer the bands

A-playin' up an' down the street—an' of the music there,

There wuzn't none that just could get ahead of Old Mt. Clare.

An' there wuz high school girls an' boys, all dressed in colors gay,

As happy as a hive of bees, 'cause 'twuz no school that day.

Some of 'em carried banners full of sayin's bright an' witty,

Such as, "WE'RE FOR HOME NEWS-PAPERS," or "WE WANT A CLEAN CITY."

But best of all the banners there that towered o'er its mates:

"BRUNSWICK HAS THE LARGEST FREIGHT YARDS IN THE WHOLE UNITED STATES."

Down into the park they all marched, an' if all of the rainbows that ever wuz in the sky had all come together an' spread themselves through that grove, they couldn't a-made a prettier sight. An' then for a half-hour, the boys an' girls wuz runnin' here an' there an' eatin' ice-cream cones, an' lemonade, an' sandwiches, an' bananas, an' cake, an' most everything that their little stummicks could hold; the grown-ups wuz chatterin' away like birds buildin' nests; folks who hadn't seen each other for thirty years wuz havin' love-feasts together.

Soon the officers came on the platform, an' how the people gathered 'round to hear them! Somebody said there wuz a couple o' thousand people there, but it looked like

more'n that to me. Why, the way they pressed close to the stand so's they could hear it all, if any lady had chose to faint, she would had to faint standin' up, fer there wuzn't no room to fall down.

After a prayer, Dr. Hedges, the Company's medical examiner at Brunswick, took charge. There wuz music by the Rohrsersville Band, then the mayor of Brunswick, E. C. Shafer, made a address of welcome. He sez that he had been dealin' with Baltimore an' Ohio men fer a good many years, an' he knowed them to be straight an' honest in their dealins an' fer that reason, he extended to them the keys of the city of Brunswick.

Mister Sturmer, grand president of the Veterans, read a lot of tellygrams an' letters from various officers who wuzn't able to git to the celebration.

John T. Martin, the first yardmaster after the opening of Brunswick Yards, wuz then called upon to give a sort of history of the Yards. Bein' as this is real important, an' 'cause I know 'twill be interestin' to everybody, I am goin' to let you read it jes' as he told it to us, as follows:

"In 1890, Berlin, a village of about 200, was incorporated, and its name changed to Brunswick. John L. Jordan was its first mayor. The adult male population were employed on the C. & O. canal and Baltimore and Ohio Railroad. They had one church and a one-room school house. We now have a population of six thousand (6,000) and almost every denomination represented. They own their own churches, free of debt.

"We have a \$40,000 high school building, and two eight-room school buildings, where the primary grades are taught. The Catholics also have a large parochial school.

"On May 10, 1891, Brunswick yard was officially opened and the division terminal located at Martinsburg; since the road was built it was transferred to Brunswick. The Brunswick yard as turned over to the operating people consisted of 13 tracks, capacity 45 cars each. Our eastbound business then was about 400 cars in 24 hours. Business increased gradually and it soon developed that more room was necessary. The extension of the yard eastward kept up until 1895. We then had 51 tracks, all of the same capacity as the first 13.

"Ten years later, in order to relieve Baltimore, Philadelphia and Cumberland yards, it was decided to build a classification eastbound hump yard. This yard was completed and put into operation in December, 1906. Later a westbound gravity yard for handling westbound fast freight was built. This takes care of the classification westbound and enables us to make up solid trains to Chicago, St. Louis and other western terminals, without re-switching at division terminals, much delay thus being averted.

"The eastbound yard, consisting of 16 receiving tracks and 36 classification tracks, capacity 65 cars each, takes care of all eastbound traffic. This leaves 51 45-car tracks and the westbound hump to take care of westbound when all empties and westbound loads are classified and run in solid trains to different terminals.

"The move to Brunswick also closed Sandy Hook, which was the head center and eastern terminal for the Shenandoah Division and Washington County Branch Districts, all of which are now operated from Brunswick.



VETERANS OF THE PRESENT AND FUTURE AT THE BRUNSWICK CELEBRATION

Top: A group from the Ladies' Auxiliary at Baltimore. Upper left: A visiting "Vet" and his big family. Upper right: The model locomotive with some of its young attendants and their school teacher. Center: John T. Martin, made yardmaster at Brunswick on the opening of the yard on May 10, 1861, and who continued in this position until 1911; on Mr. Martin's right is his daughter, Miss Emma Martin, clerk, Agent's office, Camden; on his left, his granddaughter, Mrs. Richard H. Stevenson, who is also the daughter of G. W. Martin, superintendent, Pittsburgh Terminal Division. Lower left: Engineer John Crummitt, wife and two children; also, in background, Miss Ella Kreis, principal of one of Brunswick's fine schools, and largely responsible for the fine showing of the school children at the celebration. Lower right: Dr. H. S. Hedges, Company surgeon at Brunswick, who presided at the afternoon meeting; F. G. Hoskins, superintendent, Baltimore Division, Mr. Oscar Karns and wife, who is the daughter of W. H. Campbell, dispatcher at Brunswick. Insert: A. G. Lugenbeel, chairman of the Veterans' committee on Advertising and Publicity. Lower center: Future citizens of Brunswick, many of them destined to be Baltimore and Ohio men, telling the story of Brunswick with their transparencies.

Some of these pictures are by courtesy of M. E. Mullen, general foreman

"A most important branch of the service located here is the transfer department. Freight from all eastern terminals for all points west is sent to this point where it is assorted and made up in solid car loads for western terminals and is dispatched on fast freight schedules."

After some more music, Vice President Galloway talked to the people. He told 'em some things that they wuz anxious to hear. His speech, as he gives it, is in another part of this MAGAZINE. Be sure to read it if you wuzn't there to hear him. After he had finished an' had took his seat, there wuz more than one of the old-timers who made their way to the back of the platform to reach a hand through the crowd to shake hands with the boy they used to know at Sandy Hook. "Do you remember me?" an' "I reckon you don't know who I am; I'm the fellow who used to—" an' Mr. Galloway would say, "Sure, I know you, Jim (or Tom, or Harry), why, didn't we work together when—" an' there would follow a regular old-fashioned hand-shakin'. There is one thing about Mister Galloway that "the boys" like; he likes to shake hands with 'em, an' the eyes that have been followin' the rails fer many a year would gleam with a light of gratefulness—for the "Boss" had remembered them.

The band played again, an' then Mister Dudley, superintendent of the Relief Department, told about the work that his branch of the Railroad wuz doin' fer us employes. He sez that the Relief Department is so called becuz it is a relief to rail-rodgers an' to their families, an' that's why we are asked to take membership in it. They pay hospital charges an' disability benefits while folks is livin', an' death benefits to our families when we die. Personally I think it's 'bout one of the finest institutions we have. Why they make it possible for us to buy houses when we might be only payin' rent. But, as Mister Dudley sez, they don't pay fer automobiles fer you. They show you how to deposit your money. They charge you 6 per cent. for what you borrow, but on account of the way they deduct your payments this is really a lower rate than the interest rate allowed depositors. Every dollar what's in the Savin's Feature is owned by the stockholders—an' that means you an' me, who hold pass books. They lend you money to improve your property, too, but not for any improvement like a garage.

Mister Dudley also said a word in favor of the ladies what has charge of the emergency room in the hospital, an' also mentioned the work of the Ladies' Auxiliary, sayin' that he'd like to see a Ladies' Auxiliary in Brunswick.

Mr. Scheer, general manager of the Eastern Lines, wuz the next man to speak. His talk wuz also full of inspiration. He sez as how he wouldn't say what the cowboy said (what Mister Galloway told about), but he would say that he wuz—h'm—glad to be at the celebration. He sez that when he looked at all of them children in the parade

that he wuz shore that there won't be no shortage of railroad men in Brunswick durin' the years to come. He sez that Mister Martin had told us about the tracks an' business in Brunswick in the early days, but that he wuz goin' to tell us what some of the young Veterans done in 1920. They put through more business than has been put through since the Baltimore and Ohio has laid its rails—8000 miles of cars, if somebody had only been kind enough to couple 'em together. In 1905, durin' the heavy corn movement via the Panama Canal, the superintendent—now Vice President Galloway—come here an' with the help of the Veterans, put through 1724 cars in 24 hours.

"One day last year," he sez, the "young Veterans" put through 2400 cars in 24 hours. But, Mister Scheer told 'em, 2400 cars is nothin' to boast about with the facilities what we've got today; it's only remarkable what our boys did do back in them days when they had to work with the shovel. "Boys," sez he, "you made a good job of it, in spite of the fact that you had nothin' but your head and hands to use."

An' right here in the program, Doctor Hedges face growed red; In reachin' fer the water glass, he'd gone an' bumped his head.

An' the folks in Brunswick told me he's had lots of bumps, by gosh! But, because of his good humor, they'd all come out in the wash.

Mister Hoskins, superintendent, Baltimore Division, wuz the nex' man to speak. He told 'em how glad he wuz to be there, not only to meet the railroad men, but the ladies, too. He sez as how he realizes that much of his future is goin' to depend on the cooperation of the railroad folks, an' he asked 'em to give him their help to the limit. The railroad is continually changin', sez he, an' we're expected to do each day a little more than what we done the day before. Fer two years he's been 'sociated with the superintendent of the Baltimore Division, an' with the terminal work, an' he reckoned as how he'd seen more done in Brunswick than most of the other officers. He sez that when 1084 cars wuz dumped as one day's work at the Curtis Bay coal pier, all hats went off, but if it hadn't a-been that these cars wuz dispatched right from Brunswick, that record couldn't a-been made. He sez that Brunswick had put Baltimore, Washin'ton an' Philadelphia on the map, that 50 per cent. of our cars received at Baltimore are "main trackers," an' that there are lots of our Baltimore folks who hardly know what it means to switch cars unless the cars are bad orders. He sez as how Mister Horn, general supervisor of terminals, sez that Brunswick is the greatest classification terminal in the whole United States, an' that there is more new railroadin' goes on here than anywhere else, an' that he, Mister Hoskins, wanted all of us to see the time when there would have to be an increasin' track capacity at Brunswick. He sez as how he'd like to put Bruns-

wick an' the Baltimore Division ahead of all the others.

Then Brother Sturmer he got up an' winked his knowin' eye, The men folks grinned from ear to ear, the ladies jes' stood by; Sez he, "I'm jes' a thinkin' now about a little pun, There's been some darn good shovel work since 1891."

An'then after folks got through laughin', he got to tellin' 'em about the Veterans an' about their organization an' the work they'd done. He sez as how he'd like to see a Ladies' Auxiliary organized at Brunswick. All I got to say is that until there is one there, the men folks don't know what they're missin'. Why the ladies down in Baltimore fixes all kinds o' good things to eat fer the men Veterans on meetin' nights, an' if anybody should ask me, I'd say they wuz what you'd call a valuable addition to any association. Mister Sturmer went on to say that they had found, durin' the three-weeks' business campaign, that the morale of the Baltimore an' Ohio people wuz 100 per cent.

Then, what you reckon Brother Sturmer up an' went an' done?

He sez, "Folks, here's Aunt Mary, now we will have some fun."

But the poor old soul, she turned quite pale an' shook there in her shoes, For ne'er a thought came to her head, tho' she dared not refuse.

She up an' sez "How do ye do?" then came the thought so sweet,

To tell the women what they ought to give their men to eat.

She told about the Dinner Pail, an' one man grabbed her ear,

Sez he, "O, dear Aunt Mary, you've got the right idear,

I'm empty as a whiskey keg, an' to you I want to say

That my good wife she feeds me boiled eggs three times a day."

Well, that ended the program, except fer the dancin', an' that went on long after we folks wuz on the way to Baltimore. An I voices the sentiment of all our folks who wuz there when I sez that we had a bully good time. An' any time that Brunswick wants to have another birthday, jes' let us know an' we'll be there. But for goodness' sake, you Brunswick folks, don't wait fer another 30 years to roll aroun', fer by that time your old Aunt Mary will be sippin' her tea in the Old Ladies' Home.

You Couldn't Fool Him

Patrick, lately over, was working in the yards of a railroad. One day he happened to be in the yard office when the force was out. The telephone rang for some time before Pat came to the conclusion that it ought to be answered. He approached the instrument cautiously, and slowly put the transmitter to his mouth, as he had seen the "boss" often do.

"Hillo, there," he called.

"Hello," answered some one at the other end, "is this eight-six-ought-four-eight?"

"Aw, g'wan; phat d'ye think Oi am, a box car?" replied Pat.—*The Station Agent.*



SOME OF THE PICNICKERS AT AKRON, OHIO

1—The "bunch" from Cleveland; Miss F. Stahlnecker, C. H. Groninger, H. W. Lapp, Miss Tessie Pembroke, Mrs. H. C. Glancy, H. C. Glancy. 2—M. J. Dugan, stationary fireman. 3—The funniest man—Conductor Grice. 4—Two of a kind, E. L. Miller and C. M. Groninger. 5—Caught in the act—Patrolman J. W. Sturgeon. 6—M. F. Musser, who won the high jump for men. 7—Welfare babies. 8—Ready to start: Mrs. W. W. Wood and three children at left; Mrs. O. P. Eichelberger, O. P. Eichelberger, yardmaster; Odin Eichelberger, his son; W. W. Wood, chief of welfare; O. P. Smith the "Hoosier engineer". 9—Misses Jennie Johnson, Catherine Reidy and Pauline Rush, welfare girls of the Trainmaster's Office. 10—The "railroad family" of Engineer F. V. Rahner. 11—"Tessie at the Bat". 12—The ladies were all smiling too. 13—Passed by the board of censorship

Old Fashioned Picnic of Welfare League of Akron

Betty was supposed to stay home to watch the house but she went and now tells the tale

MY NAME is Betty, and I'm the best looking collie in Akron—at least that is what Mr. Eichelberger says, and what he says is true. Mr. Eichelberger is yardmaster at Akron. He has a wife and a little boy named Odin. They live right next door to me, but I spend most of my time at their house, so I know them all very well. I'm telling you this so that you will know all about them when I tell this story of the splendid picnic that the Baltimore and Ohio Welfare League of Akron held on Sunday, June 19.

The first thing that I knew about the picnic was the day before. I was trotting along up Market Street and wagging my tail, for I'm always happy after I've had my Saturday afternoon bath, when I caught the most delicious smell. Yes, it was fried chicken! I didn't know what to make of it. Akron folks often have fried chicken, but not all of them have it at the same time, and it seemed to me as though I got a whiff of it at every door. Something doing, sure—so I ran home. Sure enough, just as I came around the corner to the kitchen door, I met Odin coming with an armful of cabbages and his bathing suit. Cabbages for slaw, I thought and there's only one use for bathing suits. It must be a picnic!

Next morning, bright and early, I was out and sniffing around again. Pretty soon I heard them getting the "Lizzie" out of the garage. Mr. Eichelberger jumped in and rode away, coming back with the machine full of people who went up on the porch. There was W. W. Wood, chief of Welfare, and his family, who had come all the way from Baltimore; O. P. Smith (his middle name is Percy), whom they call "the Hoosier Engineer," because he comes from Indiana; and a woman with a camera, who took a lot of pictures for the *MAGAZINE*. She took pictures of most everybody—even one of me.

Well, they all piled into the machines and set out for Brady Lake. As they left, everybody called out, "Good-by, Betty, old dog, we're sorry we can't take you along."

Sorry, indeed! Well, I'll tell them now, they need not ever worry about my being left behind! Whenever there's somewhere to go, Betty's going. As soon as they had got fairly started, I followed them. They don't even know yet that I went, and they won't know until they read this. I took a short cut across the fields, and arrived at the picnic grounds almost as soon as they did. Among the first ones that I set my eyes on were C. M. Groninger, district freight agent, and E. L. Miller, who is secretary of the Welfare Association. These boys seemed

to have just one idea in mind, and that was to make everybody happy, and if I am to judge from the smiles on the faces of lots of the young ladies there, I should say they succeeded admirably.

What a rush and a clatter there was in getting around the tables! And oh, the good things they had to eat! The tables were set in a kind of pavilion. Several other picnics were going on at the same time, and railroad folks and other folks all sat down and ate together. (I sneaked 'round under the tables and found plenty to eat, although I'll have to admit, I had a good fight with a yellow hound who insisted on following Mr. Wood around. Why, you know, Mr. Wood ate something from each table, and as that hound knew he picked out only the best things, he thought Mr. Wood was nibbling just for fun, and that he would drop a scrap or two wherever he went. But Mr. Wood fooled him; he ate everything. It takes an awful lot of time and patience to teach a yellow dog anything.)

I saw lots of strange sights around there. There was a big, fat policeman named Sturgeon who was drinking a bottle of ginger ale; there was a big, fat lady holding a baby's parasol over her blonde hair; a little girl was trying to eat a big watermelon; a girl named Tessie, from Cleveland, was playing baseball and knocking such flies that some of the boys had to sit up and take notice; there were bathing scenes such as would make Mac Sennett's girls feel like two cents; there was a big man who got scared when a lightning bug got on his arm, and a thin woman who wouldn't go in bathing for fear her presence in the lake would cause the tide to rise. Oh, there are lots of things you can see and hear from under a table if you only keep your eyes and ears open!

I heard somebody say that they were going to have races; so, when I saw Mr. Eichelberger go off with an armful of prizes, I followed him, keeping in the background until I reached the billboard, where I camped, discreetly poking my nose just far enough under the board to see what was going on. First on the list was a hundred-yard dash for men. This was won by Brake-man R. Hannaman, who, for his swiftness, won a turkey red handkerchief. He was so proud of it that he held it up where everybody could see it.

The ball-throwing contest for women was won by Mrs. William Higgins, whose husband is a yard brakeman. She got a box of writing paper for a prize. I heard a lady say that she hoped Mrs. Higgins would write an article for the *MAGAZINE*, now that she has some nice paper to write on. The high jump



Betty

for men was won by M. F. Musser, Acme Office. His prize was a pipe, a genuine Meerschbaum. A lady's leather belt was the prize won by Patrolman C. H. Hazelwood in the fat man's race. He tried it on, and it went just a little over half-way around him; however, I suppose he could piece it out nicely with a pair of shoestrings. My, but I was tickled to see Odin Eichelberger win a race and get a dying pig balloon! Wm. Wood, Jr., also came off with high honors. The women's race was won by Mrs. Laura Hutchins, daughter of Engineer A. McIntosh. Mrs. Hutchins received a lovely, shiny and smooth rolling pin. I heard a lady say that rolling pins could be used for many purposes. Hope that Mrs. Hutchins won't try it out on me the next time I poke my nose into her kitchen door.

There were two races for little girls, and both of these were won by Donna Rahner, whose daddy had the biggest family at the picnic. Donna got a flat iron and a string of pearls—one to make her useful, the other to add to her beauty.

After the races there was a baseball game, played by the Akron team and the Railroad team. The Akrons were the winners, but the Railroaders have declared that they will "get them yet."

Then the folks left the field and went back to the grove, where the Akron Ladies' Symphony Band was holding a grand concert. I sneaked around back of the crowd, for I expected to hear some speaking; they usually have such things at a picnic, but no, there wasn't anything like that, and I have no doubt but that the young folk were mighty glad of it, for most of them went to the beach and took a dip in the lake. Others went to the dancing floor, the skating rink and the merry-go-round.

About six o'clock, the pavilion began to fill up again, and the folks all came back for supper. Again I sneaked under the table. There I heard lots of things. I saw the feet of three girls approaching. Somebody said they were from the trainmaster's office, and that they had done a lot of good work to make the Welfare League interesting. They were Misses Jennie Johnson, Catherine Reidy, and Pauline Rush, and when I'd had a good look at them, I didn't wonder that everybody wanted to join the League. Being only a Collie, I can't join leagues.

(Continued on page 71)

Women's Department

Edited by MARGARET TALBOTT STEVENS

Among the Hills of Cumberland

*Among the hills of Cumberland the trains wind in and out,
And gray and blue the smoky trails rise slowly 'round about,
The air is cool and fragrant and the streets run up and down
And mark the long, green terraces that lie about the town.*

*There stretch the gay, young orchards with boughs all bending low,
With fruits to ripen in the winds that from the valleys blow.
The gardens on the mountain sides like patchwork quilts arrayed
At county fairs among the jars of peach and marmalade.*

*Among the hills of Cumberland, when trains roll by at night,
The firefly flits among the trees and shows his little light,
The stars look down on cottages whose lamps glow from within,
And none can tell where the mountains end and where the skies begin.*

Mrs. C. W. Klein, Lima, Ohio, Wins First Prize in Dinner Pail Contest—Three Tie for Second Place

"A smile and a kiss packed in with the lunch will keep a man well nourished and in a good humor. The way to a railroader's heart is through his dinner pail."—Mrs. Charles W. Shipley, President, Baltimore Chapter Ladies' Auxilliary

THE results of the Dinner Pail Contest of the Women's Department are given in the tabulation on page 57. The first prize was won by Mrs. C. W. Klein, wife of machinist, Lima, Ohio, with a total of 425 points. Three others, Miss Grace Boyer, daughter of Mrs. Boyer, matron at Mt. Royal Station, Baltimore; Miss Addie McCauley, Timber Preservation Department, and Mrs. W. E. Hadden, wife of freight conductor, Dover, Ohio, tied for second prize, with 150 points each. The method used to determine the places of each of these was as follows:

Miss Boyer's entry number was 4, Miss McCauley's 3, and Mrs. Hadden's 7. The numbers 3, 5 and 7 were written on slips of paper and shaken up in a box. One of the girls of the Multigraph Department drew one of these cards to represent the name of the person who was to receive the fourth prize. This number happened to be 7; therefore it fell to Mrs. Hadden to receive the fourth prize; the amounts of the second and third prizes were added together and divided between Misses Boyer and McCauley.

Other contestants who deserve honorable mention are: Mrs. G. Boyer, matron, Mt. Royal Station, and Mrs. F. W. Fritchey, wife of master mechanic, Riverside, 125 points each; Mr. George W. Galloway, wife of foreman, Mt. Clare shops, Baltimore, 50 points; Mrs. Charles W. Shipley, wife

of conductor, Baltimore Division, 25 points.

Altogether there were only 14 entries; however, since this is the first contest which the Women's Department has ever held, we do not feel disappointed, for we believe that this is only a beginning of a wave of enthusiastic cooperation among our railroad women, and that the next contest, whatever it may be, will be represented by responses from all of the divisions. In this connection, it is interesting to note that the state of Ohio has again come to the front, as was the case in the No-Accident Campaigns; Mrs. Klein and Mrs. Hadden both representing this state in the list of winners.

One of the entries was sent in by Lillian Betony, the fourteen-year old daughter of a section foreman, who lives in West Virginia. Although, as she tells us, she did not spend much time in preparing the essay, the paper as a whole shows much good thought. Another, whose author is Mrs. O. L. Smith, Gaithersburg, Md., gave some splendid recipes which we will be glad indeed to use from time to time in the MAGAZINE. Mrs. W. M. Wingrove, Bradford, Pa., gave a full menu for only one day, although there were some excellent suggestions. If this menu had been extended to cover the period of a full week, we feel that it would have been much closer to the winning mark.

There were many things of value to housewives that we learned from the entries;

hints that will be useful items for our department during the months that follow. Most of our women do their own baking; this in itself is something that we are glad to know. One of our judges, Mr. G. B. Luckey, said:

"Most of the menus are equally attractive, and they are surely an evidence that our railroad men have good wives. There is, however, a great oversight in them all—one suggested soup. Soup can be carried in a thermos bottle and varied from day to day by using stock and cream of vegetables. It is a most wonderful help to a cold meal, particularly in winter."

Says Mrs. T. Parkin Scott: "I have given first place to Number 9 chiefly because of the variety of breads suggested. I would like to see emphasis placed on the value of whole wheat, graham, brown and bran breads. Number 2 seems to have made economical use of leftovers with no great duplication of the meals. The suggestion made by Number 11 fittingly concludes a very dainty and satisfying menu. Number 11 was submitted by Mrs. Charles Shipley (see headline of this article). After reading these excellent papers, one should no longer wonder why Baltimore and Ohio men are such splendid fellows."

We did not announce that there would be a fourth prize, but we have one, and thereby hangs a tale. Mr. Francis H. Elms, a representative of the firm of Landers, Frary & Clark, New Britain, Conn., was traveling on one of our trains, when he happened to see a copy of our May issue of the MAGAZINE, which told about the Dinner Pail Contest. He wrote and offered us a Universal lunch kit, fitted up with a thermos bottle, to be used as fourth prize, if we in turn would let him read the prize-winning articles. This is but another proof that men are interested in reading our Women's Department. However, the lunch kit goes to Mrs. Hadden, and we sincerely hope that she may be able to make good use of it.

This lunch kit, by the way, is, in our opinion a big help in solving the dinner pail problem. Handy, neat, easily cleaned, bug and odor proof, it is plenty big enough to hold a good size lunch, and, in addition, has the valuable adjunct in the thermos bottle, which is satisfactory for keeping soups and drinks hot or cold. A carefully packed, clean lunch, in an attractive container, tempts the appetite of the worker, and remember that enjoyment and good digestion wait on appetite. If you are interested in getting a lunch kit for your "man" or boy, and cannot secure one at your local store, a letter to this effect to Landers, Frary & Clark, New Britain, Conn., will bring you information concerning the Universal Kit, and how you can most easily get one.

The prize-winning essays have been sent to Dr. Lockhart, dietetic expert of the Relief Department staff, who will discuss them in respect to food values. This discussion we hope to have for the August issue of the MAGAZINE.

The Prize-winning Menu

By Mrs. C. W. Klein
Lima, Ohio

SEASON: WINTER

Monday

2 roast beef sandwiches
Glass of spiced pears
A few celery hearts
Oatmeal cookies
Milk
Fruit

Tuesday

1 sandwich of whole wheat bread
1 deviled ham sandwich
A glass of stewed prunes
1 slice of apple pie
Milk

Wednesday

1 bread and butter sandwich
1 raisin bread sandwich
A few pieces of pickled beet
Piece of apple cake
1 orange
Coffee

Thursday

2 boiled-ham sandwiches

Suggestions

My husband is a machinist, therefore he requires a heavier lunch than office men.

I find that it is not the amount of lunch but how it is prepared that counts. I generally keep on hand a supply of cookies, fruit and nut breads. I also keep the ham or meat from the evening meal and grind it up, using a French dressing, and adding ground nuts or celery.

Nuts are very nutritious and quite often take the place of meats. Celery is very good for the nerves, so I always add a few pieces to the lunch. Apple sauce and stewed prunes aid digestion. Milk is more desired and also more healthful than coffee. Whole wheat breads, nut and fruit breads are more wholesome than just white bread.

I like the new lunch pails with the thermos bottles.

I always wrap all sandwiches, eggs, cake, and cookies in waxed paper.

I always keep on hand a good screw-top glass for apple sauce, baked beans, stewed prunes, and so forth.

As I have a family of six to cook for, it would be hard to say just what a lunch like any of the foregoing would cost, as I always keep out enough from the main meal; how-

ever, I should say that home baking cuts down on the price of the menu. I should judge that my lunches run from about 15 cents to 25 cents each.

My husband says he always has plenty, and that he feels good and strong to return to work. He has worked 16 years for the C. H. & D. and Baltimore and Ohio.

Detailed decision of judges will be found on page 57.

French Fruit, Salad Dressing

$\frac{1}{4}$ cup salad oil.
1 $\frac{1}{2}$ teaspoons lemon juice.
Pinch of salt.
 $\frac{1}{2}$ tablespoonful melted currant jelly, grape jelly, crabapple jelly, or honey.
2 teaspoons scraped onion.
Combine ingredients, beat well, and serve with any fruit salad.

Baked Tomatoes

Select large, firm tomatoes. Slice off the tops and remove pulp. Mix with the pulp stale bread crumbs, an onion, chopped fine, a little sugar, pepper and salt to taste. Pack into the tomato cases and bake in a pan with about a half-inch of water. Serve hot.



A glass of baked beans
Piece of raisin pie
1 orange
1 apple
1 pint of milk

Friday

2 pimento cheese sandwiches
2 deviled eggs
A glass of apple sauce
1 slice of fruit cake
Milk

Saturday

2 grated cream cheese sandwiches
1 pickle
A few English walnuts
A few fruit cookies
1 banana
1 pint of milk

**THE PRIZE WINNERS**

Upper center, Mrs. C. W. Klein and her twin boys; left, Miss Grace Boyer; right, Miss Addie McCauley; lower, Mrs. W. E. Hadden

Tomato Jelly

2 tablespoons gelatine.
1 teaspoon sugar.
2 teaspoons salt.
3 or 4 large tomatoes.
 $\frac{1}{2}$ cup cold water.
 $\frac{1}{2}$ small onion.
1 bay leaf.

Soak the gelatine in cold water until soft. Mix tomatoes and seasoning together and cook for fifteen minutes. Strain and mix with the softened gelatine until it is dissolved. Pour into ramekins that have been wet with cold water and set in a cool place to harden. This may be served on lettuce as a salad, with mayonnaise or French dressing; or it can be cut into small cubes and used as a garnish for cold meats.

Plain Materials Used for Many of Season's Smartest Dresses

By Maude Hall

THE unprecedented vogue of Canton and other heavy, though soft and supple crepes, has done much to increase the prestige of solid colors, independent of the well-deserved popularity of the



blouse in a fabric of the new season. Simple and artistic is a design in maillard—a lovely soft brown—crepe, made entirely in one material. The waist has an open front, showing a self-vestee with straight upper edge. Turning back from the open front is a large collar, extended to meet the belt, though its length would have to be regulated somewhat by the figure of the wearer. Women of very full figure would probably prefer to shorten the collar at a line even with the vestee. Nothing would be lost in smart effect by this treatment. Turn-back cuffs finish the short sleeves. The two-piece skirt is laid in plaits at the top, closing at the left side seam. Over it is draped a three-piece tunic with open front.

Heavy stitching and novel fringe are the new trimming notes that add to the charm of a number of crepe frocks. A model on which stitching figures, not conspicuously, but effectively, is in straight line effect. It slips on over the head, the front being slashed at the center rather deeply. The sides are then underfaced and rolled with the convertible collar. When worn low, the collar may be finished with a soft tie, something after the manner of the fashionable Peter Pan collars. If preferred high, then it should be slightly supported by wire or boning. The sleeves are three-quarter length, flaring at the lower edge. They are trimmed with turn-back cuffs of self-material. The stitching, in self-color, appears on the front of the dress and at the top of the hem.

season's plain shades. Take, for instance, such tones as Harding blue, maillard, slynx, ostrich, Navahoe, etc. Each has a decorative color scheme supplied in the beauty of its own coloring and would be complete without the aid of contrasting fabric or applied embellishment.

In the overdress effects lie many suggestions for remodelling, for one can use last season's frock as a foundation, surmounting it with an overdress or long tunic

A charming model in dark green taffeta is made with an over-blouse which has the front of the waist cut in one with the front of the tunic, the sides of the tunic being gathered. There is a narrow belt of self-material, faced with tangerine, but this completes the decorative scheme, even the round neck and short sleeves being severe.

A model that is both wearable and adaptable is made of check voile combined with plain satin. The voile is used for the under-blouse and foundation skirt, the overblouse and tunic being of satin. Narrow bias folds of self-material outline the edges of the blouse and tunic, while fine frills of accordion plaited satin are used to edge the round collar and short sleeves.

A new trimming frequently used with the light serges—and dark ones, too—is "caracul," a knitted fabric that is sold by the yard. It makes handsome collars and cuffs of dresses, while smaller quantities are used on the ends of sashes, at the upper edges of pockets, etc.

DRESS No. 9515. Sizes 34 to 50 inches bust.

DRESS No. 9547. Sizes 34 to 44 inches bust.

BLOUSE No. 9508. Sizes 34 to 50 inches bust.

SKIRT No. 9509. Sizes 24 to 40 inches waist.

DRESS No. 9504. Sizes 34 to 48 inches bust, and 16 to 20 years.

BLOUSE No. 9517. Sizes 34 to 48 inches bust.

SKIRT No. 9545. Sizes 24 to 36 inches waist.

DRESS No. 9530. Sizes 34 to 48 inches bust.

WOMEN READERS!

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

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Dress 9515
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Blouse 9508—35c
Skirt 9509—35c

Dress 9504
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Skirt 9545—30c

Dress 9530
35 cents

Lesson in Home Dressmaking

A Dress of Cotton Voile that Typifies the Trend toward the Simple and Artistic

THIS dress in sand color voile makes a charming addition to the summer wardrobe. The long, supple bodice is cut out in a deep V at the front and finished with a dainty dimity collar. The back extends over the shoulders and joins to the gathered front. Panels, trimmed with self-bands are gathered to the skirt extensions and the sleeves may be long or short, as preferred. Medium size requires $5\frac{3}{8}$ yards 36-inch material.

While the panels, the underfacing for the front and bands that trim the panels are cut from an open width of material, doubled, it is necessary to fold the voile upon which the tissue for the front of waist and skirt, the sleeve and back of waist and skirt are placed for economical cutting. Place sections with triple "TTT" perforations along the lengthwise fold, and the sections with large "O" perforations on a lengthwise thread.

Now, to make the dress, slash front and back along crosslines of small "o" perforations. Gather shoulder edge of front between "T" perforations and gather skirt

extensions on front and back between "T" perforations. Close the under-arm, shoulder and side seams as notched. Terminate shoulder seam at small "o" perforations in front section. Slash front through the fold at center-front, from the upper edge to the upper large "O" perforation. Sew collar to neck edge at back and to front of waist, with notches and center-backs even. Close back seam of underfacing, adjust underneath front of dress and over the collar with center-backs and corresponding edges even. Turn away a $\frac{3}{8}$ -inch seam at upper edge of



front section and graduate into nothing at lower edge of slash. Close center-front seam of underfacing, from the single small "o" perforation to the lower edge.

Arrange bands on panel and hem lower edge. Gather upper edge and arrange on skirt extensions. Adjust with center of stay

under the gathers in skirt. Close sleeve seams as notched and sew sleeve in armhole, with fullness toward you when sewing.

Turn hem of shield at upper edge. Adjust underneath front of dress. Tack right edge of shield to position and finish left for closing. Arrange belt around the waist and close at center-front. Use sash of ribbon about two yards long, if preferred.

Pictorial Review DRESS No. 9424. Sizes, 34 to 48 inches bust. Price, 35 cents.

LADIES' NEGLIGEE No. 9299. Sizes small, medium and large, corresponding with 36, 40 and 44 bust. Small size requires 4 yards 36-inch material. Having long shoulders and straight, short, wide sleeves. Shawl collar. Price 30 cents.

MISSSES' MIDDY BLOUSE No. 9313. Four sizes, 14 to 20 years. Size 16 requires $3\frac{1}{8}$ yards 36-inch material. To be slipped on over head. Front of blouse and yoke slashed and rolled with the square collar. The yoke is perforated to be made without point in front. Price 30 cents.

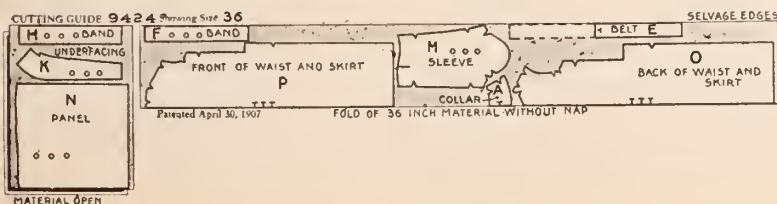
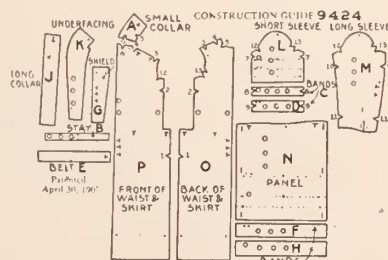
MISSSES' ONE-PIECE DRESS No. 9281. Four sizes, 14 to 20 years. Width at lower edge about $1\frac{3}{8}$ yards. Size 16 requires $2\frac{1}{2}$ yards 54-inch material, $\frac{3}{4}$ yard 36-inch lining for underbody. Price 35 cents.

HICKORY NUT CAKE

Contributed by Kathryn Hadden
Dover, Ohio

2 cups sugar, $\frac{1}{2}$ cup butter, 4 eggs (save white of 1 egg for icing); $\frac{1}{2}$ cup milk, $\frac{1}{2}$ cup water.

Beat the eggs, water and milk together. Add $2\frac{1}{2}$ cups of flour, 2 teaspoons baking powder. Add $\frac{1}{2}$ cup raisins or hickory nuts.





When Ma Goes Away

*It's awful when Ma goes away
To spend a week with my Aunt Sue,
The house seems upside down all day,
An' I don't know just what to do.*

*I'm scared to ask to go to play,
I'm 'fraid to make a bit of noise,
"For goodness sake!" someone will say,
When Ma's gone, home's no place for boys.*

*My Pa he growls an' John gets mad,
An' I keep quiet as a mouse,
For Sis she cooks things awful bad,
An' William won't stay 'round the house.*

*When John an' William spend a week
Away from home, or if Pa goes
With Uncle Jim to Fishin' Creek—
Oh, well, it's different, I suppose.*

*I never mind when Sister takes
Her trunk away—of course I sigh,
I always miss the fuss she makes—
But when Ma goes away—Oh, my!*

The Boy Who Rode Behind

A LONG, long time ago, in the city of Baltimore there lived a little boy named Jimmie.

At that time Baltimore was not a very large city. There were no trolley cars; no "jitneys" nor blue busses to carry folks to market, to work, to church, or wherever they might wish to go. Everybody walked, except those who owned horses and carriages.

Jimmie went to school and sat on a bench with lots of other little boys. Before them was a long desk on which the children spread out their copy books and labored hard to make the perfect A's and R's in the old-fashioned slanted writing. For writing in those days was considered quite as important as history and geography. At recess time, Jimmie and the other boys played I-spy, catcher, and many of the games that boys and girls still play today.

But when Jimmie went home in the late afternoon, he would run errands for his mother. The grocery stores were few and far apart, and the grocers did not have delivery wagons that bring things to your door. After supper the little boy would sit by the dining room table and study his lessons for the next day. Then he would

find his father, sitting out on the front doorstep, talking to some of his friends who had stopped by.

The boy liked to listen to the older men, who talked of so many interesting things. One night, which Jimmie always remembered, he finished his lessons, put on his coat and hat and went to the door. Yes, here was his father, talking to a neighbor, Mr. Stone.

"Ah," said Mr. Stone, "here's Jimmie. Well, Jimmie, have you been a good boy today?" Jimmie laughed, for this is what Mr. Stone always asked. But before he could answer the question, Mr. Stone spoke again.

"I'll warrant you'd like to have a ride on the rail road, wouldn't you?"

"What is a rail road?" asked Jimmie, and where is it?"

"It is a road that has wooden rails laid on each side of it," and on the wooden rails are fastened long strips of iron," explained Mr. Stone. "The coaches that run over it have their wheels made to fit the rails by means of grooves. A company has just been formed to build this rail road. It will take some time to finish it. Your father and

I were just wondering about the speed that such a coach will be able to make. Of course, the horse will be able to travel much faster than if he were running on a hard road; the load will seem lighter, and the whole affair will be a great saving of time as well as a convenience to the people."

"Where will it run?" asked Jimmie.

"They have planned to run the first road as far as Ellicott's Mills, but if it proves a success, as I have no doubt it will, the road will be extended to the Ohio River."

"Then will they carry other things besides passengers?"

"Yes," answered Mr. Stone, "they will be able to carry arm products and packages of all kinds. Yes, I believe that this rail road will eventually become just as important as the canals."

"The schoolmaster says," went on Jimmie, "that there are rich farm lands in the west that raise much grain. Do you think that we will be able to have some of that grain brought here?"

"Without a doubt," answered his father. "The water routes are so long and the stage coaches are so slow. Think what it will mean to have the mails brought to Baltimore in about half the time that it takes now. Perhaps by this time next year we can all afford a ride."

"Oh, goody!" exclaimed Jimmie, "I'm going over and tell William all about it, may I?"

"Yes," answered his father, "but don't stay too long—bed time soon."

So Jimmie ran across the street, kicking the dust from the ground as he went, for at that time there were few paved streets.

"Hey, William," he called, "come out, I've something to tell you."

"What is it?" asked William.

"Have you heard about the rail road?"

"That's nothing new," answered William, "I went to West End this afternoon with some of the boys after school—and by the way, I got a licking for going, too—but we met two men who told us all about it. They showed us where the road was going to start from. On the Fourth of July they're going to have a big celebration and lay the first stone. That's only four weeks off. My, but don't I wish it was tomorrow!"

So Jimmie went home, bursting with more news, all of which he told his father. Then he went to bed, and for a long time he lay awake, dreaming of the wonderful rail road and of the Fourth of July. This was in the year 1828.

During the weeks that followed there were many things for Jimmie to think of, and a few days before the Fourth the whole town was alive with visitors who came from distant points to see the laying of the cornerstone of the Baltimore and Ohio Railroad.

On the morning of the Fourth, Jimmie arose early. Already the flags were flying from the houses and everybody seemed to be awake and ready for the celebration.

Jimmie was dressed in his best Sunday clothes, a velvet suit that his grandmother had sent him from England, and a white lace collar. Although he was then only 12 years old, his trousers were long and his waistcoat short, and he wore a little round hat that would make the boys and girls of today laugh to see it. Soon after breakfast the people began to fill the streets and move toward the western section of the city, to the place now known as Mt. Clare Junction. Jimmie's mother packed a lunch for the family, for they were to have a picnic. Some of the people rode in carriages, some in coaches, and in small spring-wagons known as "carry-alls," while hundreds of others walked. (In those days people never minded walking a few miles). Jimmie's father wore his high hat, and Jimmie's mother her best Sunday bonnet and frock.

When they reached the place the crowd was so great that Jimmie thought that surely he would never be able to get close enough to see or hear, for he was too small to see over anybody's head. Soon the bands began to play and people waved flags and sang. A man in the crowd spied Jimmie. It was Mr. Stone.

"Here you, Jimmie," he called, "come over here and I'll lift you up where you can see."

In another moment Jimmie was on the back of Mr. Stone's old gray horse, Kate, who wore a bridle all wound about with red, white and blue bunting, with little flags over her ears. She held her head high and she pranced about whenever the band played, so you may be sure that Jimmie was the happiest and the proudest boy at the celebration.

Soon he saw them move the big stone into place. On its side in big letters were the words: FIRST STONE of the BALT. & OHIO RAIL ROAD. Then an old man with a spade in his hand stepped forward.

"Who is that?" asked Jimmie.

"That," whispered Mr. Stone, "is Charles Carroll, of Carrollton."

"Not the one who signed the Declaration of Independence?" asked Jimmie, who had just begun to study the history of the United States.

"The very same," answered Mr. Stone, "and he's the last living signer."

"Whew!" whistled Jimmie to himself, for here was a great man whom he had never expected to see.

Soon the stately old gentleman lifted the spade, then pushed it down into the ground and lifted the first bit of earth that marked the beginning of the building of the track. As he did this, he said: "I consider this one of the most important acts of my life; second only to the signing of the Declaration of Independence, if second even to that."

Then the band played the "Star Spangled Banner" and all of the men took off their hats and shouted. Jimmie threw his hat up into the air. Old Kate gave one leap, and Jimmie went sliding off her back. Mr. Stone and Jimmie's father laughed heartily, for the boy wasn't hurt a bit.

"Never mind, my boy, in another year you'll be riding on a railroad, and you won't slide off so easily," said his father.

"Oh, Father, are you going to ride on the first day that the rail road runs? And may I go with you?"

"We'll see," laughed his father.

And so it happened that on one of the very first coaches, drawn by horses from Baltimore to Ellicott's Mills, Jimmie rode along with his father and mother. You can see them in the picture on this page; a picture of our first rail road coach (or "rail-road" coach as we call it now), Jimmie's mother sitting in the coach, wearing her best Sunday bonnet; Jimmie's father in his high hat, reading a newspaper, and Jimmie himself, riding on the step of the carriage, the proudest boy in the whole United States.

A few years later Jimmie saw the first steam engine that was put on the railroad to be used instead of the horses, and when he grew up he learned how to make out re-

ports and to punch tickets, for he became one of the best conductors on the Baltimore and Ohio.

Dear Girls and Boys:

Well, well, aren't you glad that you have a vacation? I think that it is just splendid that so many of us can go away to visit our cousins, our aunts, and uncles, and grandparents. And even those of us who do not go away from home can have such a nice time at picnics and parties.

By the way, girls, did you ever go to a doll's party? If you never did, then I can tell you that you have missed something indeed. Perhaps I'll tell you next month how to have a doll's party, then you can have one for yourselves. Once upon a time I went to one of them and they gave prizes for the prettiest doll. One girl brought seventeen dolls, all of them very pretty and beautifully dressed. But the doll that took the prize was a little home-made rag doll that a little girl's mother had made for her.

Kathryn and Mildred Hadden wrote to me and said that they were going to visit their grandma for two weeks. They live at Dover, Ohio, and their grandma lives at Painesville.

Beulah Hoar, of Brunswick, Maryland, says that the weather has been very hot there, but that there are lots and lots of daisies there to make everything pretty.

We already have enough material for the August number, so you need not send in anything for that, but let me have your letters for the September (School page) number by August 15. I am sure that by that time everybody will be glad to get back to school and our little boys and girls will have lots of nice poems, stories, and pictures for that time. I wish that every little boy and girl who is going to school this September for the first time would send me his or her picture.

With love,

Aunt Mary

Address:

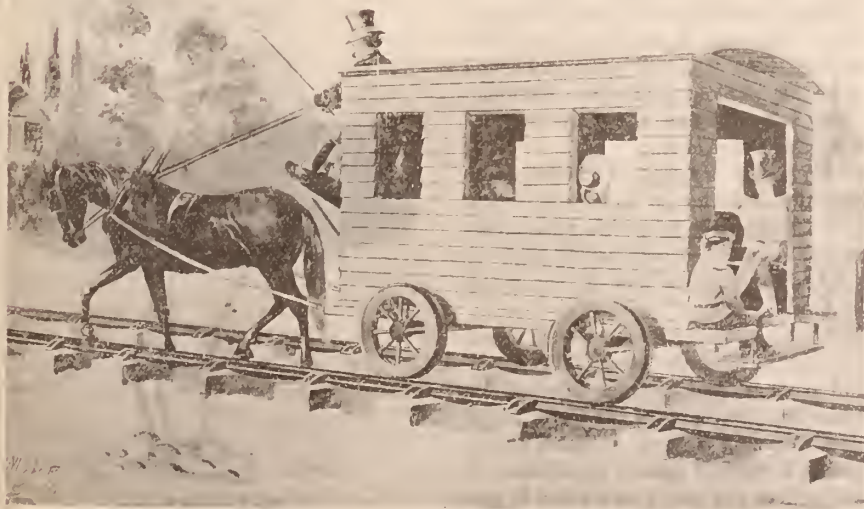
Aunt Mary,
Baltimore and Ohio Magazine,
Mt. Royal Station, Baltimore, Md.

Vacation

By Clara McClure,
Pittsburgh, Pa.

Vacation time has come at last,
Away to the hills we are going fast,
In an automobile we'll speed away,
This beautiful, bright and sunny day.

To the house and garden, field and lawn,
To the meadow gates that we'll swing upon,
No matter how changed, it's the same old place,
To see dear Grandmother's smiling face.



Jimmie's first ride on the Baltimore and Ohio in 1830



The Flowery Path

Drawn by Marguerite McDonald, Staten Island, N. Y.

The Little Girl and the Seed

By Beulah Hoar,

Brunswick, Md.

Note: Beulah sent the picture of a house to go along with the story, but it was so large that we didn't have room for it.

In a little cottage there lives a little girl. She is crippled.

One day her mother went to town. When she came back she brought the little girl a flower seed. The little girl put it into a little red flower pot, then watched every day to see what kind of a flower it was.

One morning when she got up there was a little green plant sprouting out from the pot. She watched it then more than ever. In a few days there was a little red tulip in the pot. She watered it every morning and put it on the step. After that she was very happy to think that God sent the sunshine and rain to make it grow.



Kathryn Hadden, Dover, Ohio
Kathryn is a Fine Little Cook

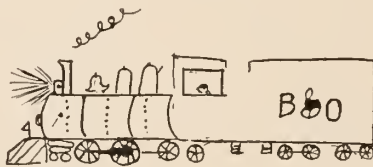
When I Went Visiting

By Dorothy Cassidy

Marysville, Indiana

Once upon a time when I was about six years old I asked my mother if I could go visiting. She said she didn't care. So the next morning I went and my aunt Loretta was there to meet me.

When I got to my aunt's house she said: "Do you want to feed the chickens while I get the dinner?" I thought that would be very nice. So I went and by the time I got to feeding the chickens here came a horse. I was scared and I ran to the house and told my Aunt Loretta a horse chased me. So she said: "My dear, that horse won't hurt you." I went again and then I took a basket to gather some eggs. When I got my basket full of eggs, about four or five pigs came chasing me. I ran until I came to a big log and I fell over the log. I broke all my eggs and I mashed my basket all to pieces. I went to the house and Aunt Loretta asked me what was the matter. I told her. I had my dress all dirty with egg yellow. So I had to change my dress. In two weeks I went home, but before I left I told Aunt Loretta that was the last time I was going to come to see her unless she moved off of that farm.



ENGINE-GOING-DOWN-HILL

Drawn by "Jim" Sampselle, Jr., Washington, D. C.

John Whopper

Little Stories About Books That
Children Like

BOYS and girls who have studied geography will find that they will have to stretch their imaginations to the limit if they would keep from laughing at the strange adventures of John Whopper. However, the story is very interesting, and I am sure that you will enjoy following John on his perilous journeys. Although the story is an old one, there are many of us who have not read it.

John Whopper is a Boston newsboy, who accidentally discovers an underground passage to China. He takes his newspapers there and makes a fortune selling them to rich American business men at the hotels in Canton.

On one of his famous journeys back home, he makes a mistake in entering the underground passage, and tumbles through the darkness into the center of the earth, where he goes whizzing around until he finally arrives at a state of perfect equilibrium in which he does not move at all but is suspended in midair. By waving his cap he



Leonard Lippy

Whose Big Sister Dorothy is a Multigraph Operator,
Mt. Royal Station, Baltimore, Md.

makes his way along until he comes to a kind of honeycombed wall. Through this he gains access to the very axis of the earth, coming at last to the surface just at the North Pole. Here he lands on an iceberg, from which he is later rescued and is taken back to his home in Boston.

This book may be had from the Baltimore and Ohio Employees' Free Circulating Library. If you do not know about this library, write to Mrs. E. P. Irving, librarian, Mt. Royal Station, Baltimore, Md. She will be glad to tell you how you may get the books to read.



A Mac Sennett Beauty

Drawn by Ella L. Beekman, Baltimore Md.

J. R. Orndorff Leaves Service

J. R. Orndorff, formerly division storekeeper, Riverside, Baltimore, Md., accepted a position with the United States Government Railroad Administration, Liquidation Claims Division, effective July 1, 1921.

On June 18 the employees of the Stores department at Riverside sprang a little surprise by presenting him with a handsome traveling bag, the presentation speech being made by Frank J. Taylor, chief clerk. Many nice things were said regarding his courteous treatment and the cordial relations existing between him and his subordinates.

In response, Mr. Orndorff stated that it was due entirely to their hearty cooperation and loyalty to him that he had been able to improve conditions and get the storehouse working on a 100 per cent. efficiency basis; that during the past year the stock value of unapplied materials on the Baltimore division had been reduced over \$200,000.00 without affecting or delaying the shops' output, employees voluntarily agreeing to share in the reduction of expenses by working short time, and thereby enabled him to maintain a high state of efficiency at all times without having exceeded the monthly appropriation at any time.

Mr. Orndorff is a Baltimore and Ohio Veteran, having been in service about 30 years. He is also a World War Veteran, having served as a commissioned officer in the U. S. Engineer Corps in the A. E. F. A host of friends on the Baltimore and Ohio wish him success in his new field.

Death of Dining Car Inspector F. A. Kraft

F. A. KRAFT, Inspector of Service, Dining Car Department, who served the Company for 20 years, died suddenly on June 27 at his home in Pittsburgh.

Mr. Kraft was extremely popular with the employees of the Dining Car Department, and also with the traveling public. For years he was a first class dining car steward, and was well known to officers and employees over the entire system.

He was born in Baltimore, Md., February 19, 1864, and his remains were brought to Baltimore for interment. He leaves a widow, and 4 sons. Owen, the eldest, is secretary to Mr. Arthur W. Thompson, formerly a vice-president of the Baltimore and Ohio, and was also at one time connected with our Company.

Those who knew Mr. Kraft will remember the dignity which he gave to his position. He looked at it as a splendid opportunity for service, both to the traveling public and to the Railroad. His car was always a model of cleanliness and the spirit of the crew was patterned after his own.

One other thing that will be recalled by those officers and employees who had occasion to talk with him, was the consuming interest which he took in the training and education of his sons. This was his passion, amply rewarded in their progress in their studies and work. To Mrs. Kraft and to them we express the sincere sympathy of his many friends on the Railroad.

Winning and Losing

A speculator sometimes makes it, but more often he doesn't. The man who works and saves always makes it. All the great fortunes were started on the working and saving plan. Men who work and save are usually happy. Men who are "blowing in" all their earnings are seldom happy. The man who has "salted down" his pile in government savings securities or in other standard investments doesn't have to worry.

Detailed Decision of Judges—Dinner Pail Contest

JUDGES	FIRST VALUE, 100 POINTS	SECOND VALUE, 75 POINTS	THIRD VALUE, 50 POINTS	FOURTH VALUE, 25 POINTS
Mrs. G. A. Bowers, wife of general foreman of engincs, Riverside, Md.	No. 9 Mrs. C. W. Klein, wife of machinist, Lima, Ohio.	No. 7 Mrs. W. E. Hadden, wife of freight conductor, Dover, Ohio.	No. 12 Mrs. J. A. Engstrom, wife of engineer, Garrett, Ind.	No. 5 Mrs. G. Boyer, matron, Mt. Royal Station Baltimore, Md.
Mrs. Frank Keane, wife of I. C. C. inspector, Grafton, W. Va.	No. 9	No. 4 Miss Grace Boyer, daughter of matron, Mt. Royal Station, Baltimore, Md.	No. 3 Miss A. McCaulay, Timber Preservation Department, Mt. Royal Station, Baltimore, Md.	No. 5
Mrs. G. B. Luckey, wife of chief photographer, Hyattsville, Md.	No. 9	No. 13 Mrs. F. W. Fritchey, wife of master mechanic, Riverside, Baltimore, Md.	No. 10 Mrs. G. W. Galloway, wife of foreman, Mt. Clare Shops, Baltimore, Md.	No. 5
Mrs. T. Parkin Scott, wife of chief clerk, Savings Feature, Relief Department, Relay, Md.	No. 9	No. 7	No. 13	No. 11 Mrs. Charles H. Shipley, wife of conductor, Baltimore Division.
Mrs. C. A. Thompson, wife of assistant supervisor, Baltimore Division, Relay, Md.	No. 3	No. 4	No. 5	No. 9

The names of the contestants mentioned in the above table are given only once; the numbers of their articles (the numbers were given the articles in sequence to identify them as they reached the MAGAZINE office) are given as often as chosen by the judges.

Summary

	FIRST	SECOND (tie)	THIRD (tie)	FOURTH (tie)
Total Points.....	No. 9 425	No. 4 150	No. 3 150	No. 7 150

Old King Coal

By An Employee

DID you ever stop to think, when you see the thousands of cars of coal passing over the Baltimore and Ohio Railroad, day after day, what a vast amount is handled? Did you ever stop to think that this has been going on for years? Did you ever wonder what became of this mighty bulk of black-stored energy? Did you ever wonder what prevented there being a glut of coal after seeing so much of it being dragged over the hills and down the valleys day after day and week after week?

But still the cry of the land is: Give us coal, more coal, and more coal! The ever

increasing numbers of factories, furnaces, plants and homes demand more and more fuel as the months and the days go by. The need for coal has become so great in this country that a stupendous amount is being mined and consumed.

According to figures issued by the United States Geological Survey the production of bituminous and anthracite coal in 1918 in the United States amounted to 678,211,904 tons, an increase, compared with 1917, of 26,809,530 tons. Of this total output 579,385,820 tons was bituminous and 98,826,084 tons was anthracite. It is esti-

mated by the Geological Survey that the production for 1919 (estimates only have been published by the United States Geological Survey in connection with production in 1919) fell over 100,000,000 tons below that of 1918, on account of conditions that were detrimental to a high production and of the miners' strike in the latter part of the year.

It is a difficult matter for the mind to grasp such figures as 678,211,904 tons, the tonnage of coal produced in 1918, and form an accurate conception of their vastness. When we speak of thousands of tons we may see clearly enough, but when it comes to millions of tons and hundreds of millions of tons the thing is getting beyond our mental grasp. To get a conception of so vast an amount of coal, let us put it into railroad cars of fifty tons capacity each. Approximately 13,564,238 such cars would be required to hold this product. With an average of 40 cars to the train, this would make 339,105 trains, the combined length of which would aggregate, when adding the length of the locomotives, 342,722 miles, or equal to 13 times the distance around the earth at the equator.

The extraction of this fuel left a hole in the earth equal to over 23,000,000 cubic feet. If the entire production of coal in 1918 was built into a wall 100 feet high and 100 feet thick it would extend nearly 94 miles.

Pennsylvania ranks first among the coal-producing states; West Virginia, Illinois, Ohio and Kentucky follow in order of production. Thirty two states and Alaska contribute to the total output.

Growth of the Coal Industry

Some idea of the wonderful growth of the coal production in the United States is shown by the fact that in 1915 the production was more than double that in 1900, and three and one-half times that of 1890. The production of 1918 was nearly three times that of 1890.

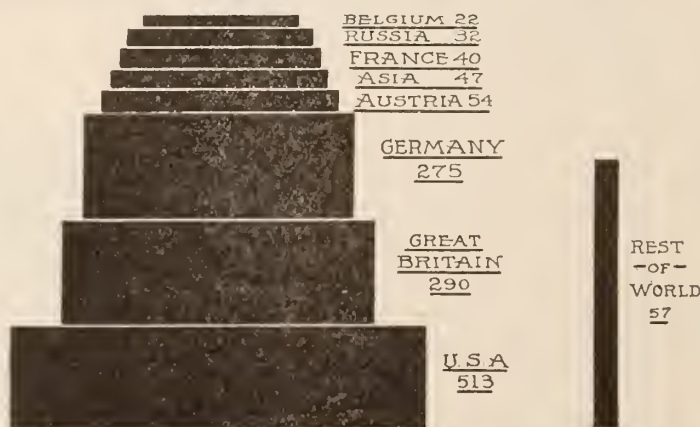
The increase in coal production, when considered in connection with the increase of population, gives another interesting comparison. Go back to the middle of the last century. In 1850 the coal production of the United States was 6,445,681 tons, while the population in that year was 23,191,876. From this it appears that the per capita production was 0.278 tons. In 1870 it was a little less than one ton. In 1880 the per capita production jumped to a little over a ton and a half, and in 1890 it was up to two tons and a half. In the last year of the nineteenth century it had increased to something over three tons and a half for each inhabitant. In 1915 the per capita production amounted to a good bit over five tons. The year 1918 showed over six and a half tons to the person.

It is true that in the early years of history we consumed a good deal of wood for fuel, but the consumption of wood and bituminous gas at the present time for fuel is comparatively much greater proportionally

THE KNOWN WORLD SUPPLY OF COAL AT THE PRESENT RATE OF CONSUMPTION SHOULD LAST ABOUT 3400 YEARS, BUT BASED ON THE POSSIBLE INCREASED USE OF COAL SHOULD LAST ABOUT 1500 YEARS.



THE WORLD'S KNOWN COAL SUPPLY IN BILLIONS OF TONS BY NATIONS



THE WORLD'S PRESENT PRODUCTION OF COAL IN MILLIONS OF TONS ANNUALLY SHOWN BY NATIONS

than it was 50 years ago. Other materials such as oil and alcohol are also used extensively for fuel, but, notwithstanding this fact, coal production is rapidly increasing in the United States.

Why Per Capita Consumption Increases

The question naturally comes to one's mind: why has there been such an extraordinary increase in the coal production per capita? The answer is that from an agricultural nation we have become the leading industrial nation of the world. And without our coal we could not have become the great nation that we are. Coal is of the greatest value as a domestic commodity or as a factor in the development and maintenance of great industrial enterprises. It is the power that lies at the foundation of all our manufacturing interests. It enables the factory, the furnace, the locomotive and the steamship to create and transport the constantly growing wealth of the land.

The greatest nations in the world are the largest coal producers. The United States stands first, then comes Great Britain, and, before the war, Germany was third. The United States output even before the war equaled that of Great Britain and Germany combined. Since the beginning of the World War the production of Great Britain and Germany has naturally declined greatly. As recently as 1899 Great Britain was the leading coal producing country of the world. But each year since she has fallen further and further below the United States.

Coal and Our Railroads

The heavy coal tonnage of our country has made our railroads the finest and most efficient transportation system of the world. We have the largest cars and the most powerful locomotives built. We have many more miles of railroad than all Europe combined. We have cheaper freight rates than are found in any other country. In the United States the average car capacity is about 48 tons. The steel hopper car, "big as a house," has taken the place of the old wooden car. In Europe the average freight car capacity is about 15 tons. Our locomotive building has even gone ahead of our car construction. We have locomotives so large and powerful that they cannot be used to pull trains to their full load because of excessive drawbar strain, but must be used as mountain pushers on the rear of trains. There is nothing in any other country to compare with these railroad dreadnaughts.

Coal has made these things possible. It has not only made them possible but it has made them necessary. We could not begin to handle the coal production of this country with the facilities of 15 years ago or even a decade ago. Transportation facilities must of necessity keep in progress with the industrial development of the country. Without such progress the industrial growth of the country will become stunted. Without our great system of railroads we would be a less important nation. Without our coal we could have few rail-

roads and comparatively little manufacturing.

Mining Revolutionized

Mining methods have also had much to do with the phenomenal increase of our coal production. Improved methods in mining and mining machinery have greatly lessened the cost of coal by increasing the yield per miner. Electricity has been the great revolutionary factor in modern mining. Electric power has had its influence on every branch of mining from coal cutting machines down hundreds of feet in the bowels of the earth to the delicate testing instruments of the assaying laboratory. Coal cutting machines are now used that do the work of many men; powerful little electric locomotives drag trains of heavy laden mine cars along through drifts where mules were formerly used. Some of these tiny locomotives are not more than two and a half feet high and haul trains in very low and narrow passages, much lower than can be entered by even small mules.

The electric coal cutting machine has practically supplanted the pick miner in all big coal workings. These machines can be worked in veins as low as 24 and 28 inches, and will cut 100 tons or more a day, at a cost much below that of the pick miner.

That is why these machines have become so numerous. Coal loading machinery is used to some extent, but it is not yet fully developed. The power houses that furnish the current for these mining machines and hauling motors also furnish electricity for lighting, pumping, ventilation, etc.

Will Our Coal Be Exhausted?

Now and then we hear an alarmist come forth with startling warnings of the fast diminishing of our coal resources. Recently a well known geologist surprised the public with an array of figures along lines of scientific investigation. He brought out the fact that if present wasteful methods of coal mining are not improved and if the consumption increases in the same ratio as it has during the past few years, by 1940 at least one-eighth of the country's available supply of fuel will be exhausted; and if there is not a careful husbanding or revolutionizing invention in the meantime, that the greater part of our original heritage of coal will be used or wasted by the middle of the next century, or at the most 200 years hence.

But many propositions involving a mathematical progression strike snags, so to speak, before going far. It is well that it is so, for mathematical progression soon runs into absurd figures. So, while there is perhaps no imminent danger of an early exhaustion of our coal resources, there must in the future be substitutes for coal to some extent to avoid us from plunging into a veritable debauch of coal exploitation. It is within a comparatively short time, the lifetime of men still living, that the demand for coal has increased from practically nothing to over six and a half tons per capita. Con-

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sider what such steps of future progress would attain! Is there any wonder that even scientists should become alarmed to some extent?

Magnitude of World's Coal Supply

But, lucky for future generations, everybody does not see the coal situation in the same gloomy light. In a report from the Secretary of the Interior, Franklin K. Lane, in 1914, a diagram was shown illustrating the coal resources of the United States. (*National Geographic Magazine*, February, 1914.) Our total supply of coal was represented by a block of coal ten miles high, ten miles wide and ten miles thick. In other words, a block of coal of 1,000 cubic miles would equal our resources. Of this supply of coal only about two cubic miles had been extracted, a mere corner of the mighty cube.

Great Britain and Ireland are said to have a great store of coal. Belgium, France, Germany, Austria and Russia have a much greater supply. The deposits in Asia are so vast that even an approximation is not possible. China is supposed to have inexhaustible veins. Geologists have estimated the deposits of the province of Shansi, with an area less than that of the State of Missouri, at 1,200,000,000,000 tons. Siberia is also credited with deposits of inestimable extent.

With such vast deposits one would suppose that all of the coal of the world could never be used up, or at least not until all of our institutions of today have crumbled into dust.

"Wot you doin', child"

"Nothin', mammy."

"My, but you is gittin' like yoh father."

—*Boston Transcript*.

Telephones versus Telegraph

By H. L. Graham

Telephone Maintainer, Jenkins, Ky.

WILL the telephone ever entirely supersede the telegraph? This question is often asked, and, in the light of the great progress made within the past decade in the improvement of telephones, it is a question to which anyone who is well informed on this subject will hesitate to give a positive answer.

The manufacturers of telegraph equipment have made great improvements in their products, as have the manufacturers of telephone apparatus, and there are to be found many enthusiasts on both sides. One thing is reasonably sure—the telephone will not seriously interfere in the field that the telegraph now occupies at any time in the near future.

When the railroads first began the installation of the selective ringing systems of telephony for the purpose of train dispatching, there were many who felt that this innovation meant the beginning of the end of the telegraph. So successful did the telephone prove for train dispatching purposes that many jumped at conclusions and predicted that the telephone would eventually super-

sede the telegraph in general as a means for the satisfactory transmission of messages. Such, however, has not been the case.

The telephone is admirably adapted to the work of train dispatching, partly because the forms used in this work are standardized, partly because the form number or letter itself signifies the meaning of the body of the order, and partly because the transmission of train orders must, of necessity, be comparatively slow because of the great accuracy with which they must be transmitted and received.

In addition to the above there are many advantages to be obtained by direct communication between dispatcher and crews when crews are on the road and unable to reach or communicate with a telegraph office. On the telephone, as a means for the transmission of messages, such favorable comment cannot be made, because, on account of the great volume of message work that must be handled daily, repetition in every case is out of the question. The telephone is used considerably for message work, but comparisons have shown that for

this class of work in general the telegraph is quicker because greater accuracy is possible at high speed, especially for long distance work.

The failure of the telephone in this respect is principally due to two causes—the faulty diction of the average operator and the confusion of sound waves sometimes reproduced in receivers by electrical disturbances along the lines. These disturbances are sometimes produced by the proximity of power wires and sometimes by the varying activities of the elements, and are familiarly known to almost everybody as “induction.” For long distance work the telegraph is still the most satisfactory medium of communication, principally because extreme variations of the elements but slightly affect, comparatively, the telegraphic currents.

On long distance circuits where line conditions, because of length of circuit and number of instruments cut in, limit the working margin—this margin being less in wet weather than in dry—instruments known as repeaters are introduced into the circuit, their function being the synchronous control of a second circuit. This arrangement may be carried out as many times as the distance or conditions between points may require.



SOME OF THE "BOYS" OF THE AUDITOR OF REVENUE'S OFFICE, BALTIMORE, TAKEN ABOUT THE YEAR 1900

Left to right: Calvin Howard, now out of service; "Dan" Roach, deceased; "Bill" Fentress, deceased; George S. Smordon, now out of service; W. F. Seabold, office of Vice-President Galloway; "Ed" Carlisle, now out of service; J. N. Rhodes, retired, who was then in charge of the Statistical Bureau; D. C. Gibson, E. C. Hanson, Comptroller's office

Another very practical reason is the fact that by the action of the relay a secondary or auxiliary circuit is closed in each office, through a sounder, by means of which a maximum of sound is produced with a minimum consumption of line current, as the amount of current necessary to operate a relay is very small.

The reinforcement or reproduction of voice currents by means of the telephone relay is not so simple. This subject has for several years been an attractive one for inventors and numerous patents have been recorded for apparatus, the purpose of which has been to reinforce the voice currents on long lines and in this way to extend commercial talking limits. To date, however, the telephone repeater has been only partially successful and those that have proved of some value have not been adopted for general use, principally because of their high cost of manufacture and maintenance as compared with their slight commercial value. At one time, railroad officers were elated with the prospect of telephonic communication for all purposes throughout their railroad systems, but practice soon disillusioned them and for a long time past the telegraph departments of various railroads have been striving to increase the efficiency of the telegraph as well as that of the telephone. In many instances both the telephone and telegraph instruments are operated simultaneously over the same line wires.

There need be no fear that the telegraph operator will be overlooked when officials are casting around for a man to fill the job higher up; it is as true today as when first remarked, "there is always room at the top for the efficient." The man who, while on duty, "pounds brass" and not his ear, who keeps his eye on the next higher position and works toward it, will "get there," regardless of obstacles.

Here's a Man Who Rises Early

In the May issue of the MAGAZINE, there appeared a little rhyme about early rising and its advantages. In one of our local newspapers we find a record of one of our own "homefolks," who delights in walking in the early hours of the morning. We present herewith a clipping from a recent edition of *The Sun*, incidentally calling your attention to one of our foremost correspondents, Hon. George W. Haulenbeek:

Permit us to Decorate You, Sir, With the Distinguished Service Medal, With the Order of the Legion of Honor, With the Summa Cum Laude of the University of Life—You Richly Deserve Them All.

TO THE EDITOR OF THE SUN—Sir: While nearly everybody is still snug in bed with a disinclination to get up and tackle the duties of the day, I am downstairs by the range fire, with my little old Sunpaper in my hand; with glasses properly adjusted and commencing to feast on the good things laid out before me, beginning with the editorial page and letters and so on through the entire paper.

Then after a good breakfast, with the young men clinging to the straps in the 17 line of cars, all the women being seated, as I walk down Charles Street to the Baltimore and Ohio Building, I possess a feeling of contentment and satisfaction that is really worth while; and in a little over two years I will be an octogenarian.

GEORGE W. HAULENBEEK.
Baltimore, May 6.

Squelched Him

Mrs. Brown: Bridget, was that grocery boy so impertinent when you 'phoned the order this morning?

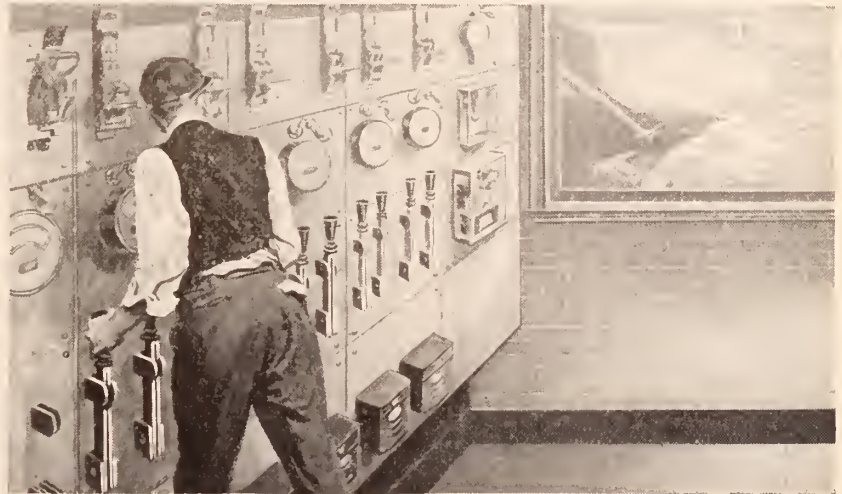
Bridget: He was that, Mum, but I shut him off proper for I sez, "Say! Who the devil do ye think you're talkin' to? This is Mrs. Brown."

Hit the Mark

Youthful leader of the Red-Skin Braves: "Oh, if you please, Mrs. Brown, can I have my arrow? It's come over into your garden."

Mrs. Brown: "Certainly, my boy. Whereabouts did it go?"

Leader of the Red-Skin Braves (timidly): "I—I—think it's in your cat!"



Electricity

Learn At Home

THERE is a wonderful opportunity right now for young men who like electricity. If you are ambitious and will train yourself in spare time you can step into a good position and get experience that will give you a real start towards success in life. Good salaries are offered with rapid promotion.

For 29 years the International Correspondence Schools have been training young men for success in electricity and over 200 other subjects. They will help you prepare right at home for a position in the line of electrical work you like best—or in any other work that appeals to you. Thousands of men, through I. C. S. training, have stepped into fine jobs, but never were opportunities as great as now.

Let the I. C. S. help you. Choose the work you like best in the coupon below, then mark and mail it today. This doesn't obligate you in the least, and it will bring you information that may start you on a successful career. This is your chance. Don't let it slip by. Mark and mail this coupon now.

"I have watched the progress of the International Correspondence Schools. To me their rapid growth is easily understood, because I realize the practical value that is back of them and know something too of the success attained by many ambitious men who have taken their courses.

"May your institution continue to so grow and flourish that the world will come to appreciate the actual worth of the I. C. S. trained men."

—THOMAS A. EDISON.

"I am familiar with the textbooks and method of instruction used by the International Correspondence Schools in their Courses in Electrical Engineering, and I also know of a number of young men who have taken these Courses with great benefit. I believe that any young man will find it a practical and economical way to acquire a knowledge of the profession."

—DR. CHARLES P. STEINMETZ.

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 8496-B SCRANTON, PA.

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

- | | |
|--|---|
| <input type="checkbox"/> LOCOMOTIVE 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 Ac'g'tg |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Cert. Public Accountant |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> BUSINESS MANAGEMENT |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> Business Correspondent |
| <input type="checkbox"/> MECHANICAL ENGINEER | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> ELECTRICAL ENGINEER |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Ship Draftsman | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> MINE FOREMAN OR ENGR |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> AUTOMOBILES |
| <input type="checkbox"/> Pharmacy | <input type="checkbox"/> Good English |
| | <input type="checkbox"/> AGRICULTURE |
| | <input type="checkbox"/> Poultry Raising |
| | <input type="checkbox"/> Math's |
| | <input type="checkbox"/> Banking |

Name _____

Present Occupation _____ Employed by _____ 3-1-21

Street _____

And No. _____

City _____ State _____

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada



Safety Roll of Honor

Cumberland Division

We are glad to take this opportunity to thank Mr. W. T. Leary, manager of the Berkeley Springs Milling Company, for discovery of and prompt action taken by him to extinguish a fire started in our warehouse at Berkeley Springs on June 21, and in this manner to indicate our gratefulness for his aid in time of emergency.

Pittsburgh Division

PITTSBURGH, PA., June 30, 1921.

MR. HARRY SIGAFOOS,
Fireman,
Glenwood, Pa.

Dear Sir—My personal attention has been called to the fact that you were fireman on No. 5 from Connellsville on the night of June 25 when your engine was derailed at Emblem by slide coming in at that point; also of the prompt manner in which you fulfilled your duties in protecting other trains moving eastward in that vicinity.

I understand you were unusually prompt in protecting eastward trains, taking flagging equipment and proceeding ahead of your train immediately for the purpose of flagging any approaching trains and avoiding further accidents that might have resulted had prompt action on your part not been taken.

Your actions in this instance were certainly commendable and I express my appreciation of your handling of this emergency.

Yours truly,
(Signed) J. D. BELTZ,
Superintendent.

On June 25, extra 1282-1288, east, on the Northern Sub-Division, arrived about 1.25 P. M. at Bridge 515, first bridge east of Blairs, Pa., and crew found it on fire. Two boys, J. L. Stover, of R. F.D. No. 2, Knox, Pa., and Roland Garriss, of Blairs, Pa., had previously discovered this fire and had it under control on arrival of our train, and as a result of their prompt action little damage was sustained. Superintendent Beltz has written each of these boys an appreciative letter, thanking them for their prompt action and we are glad to note this fact here.

Cleveland Division

CLEVELAND, OHIO, May 25, 1921.

MR. F. PARKER,
Section Foreman,
Erhart, Ohio.

Dear Sir—I am in receipt of information that when engine 4195 with train of coal for Lorain on May 20 passed Stone's crossing, you noticed broken flange on car and immediately got on hand car and pumped it to Lester, a distance of about one mile. Here you notified the brakeman and had the train set off on rip track where it was found that two pieces, 10 inches and 19 inches, respectively, had been broken out.

This is indeed meritorious service and I want to commend you

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, May 26, 1921.

MR. A. J. MILLER,
Flagman,

Cleveland, Ohio.

Dear Sir—I understand you were flagman on train of engine 2595 on May 19, and that while pulling out of Clark Avenue Yard, Cleveland, with a drag for the New York Central, you discovered about four inches of flange gone from Baltimore and Ohio 138121; that you immediately stopped drag and had car set out. This undoubtedly averted a bad derailment.

I want to commend you for your close observance and prompt action in handling this situation.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, May 19, 1921.

MR. W. N. JEFFREY,
Conductor,

Lorain, Ohio.

Dear Sir—I understand that you were conductor on train of engine 4287 on May 15, and while on siding at Lake Junction, you noticed car in passing train extra 4003 west with truck broken down; that you immediately notified Conductor Runge in charge of the 4003 with request to set off at Lake Junction, which he did, averting a probable accident.

It is very gratifying to me to receive information of this nature and I want to commend you for your watchfulness and prompt action.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

Indiana Division

On May 14 at Holton, Ind., first 97 was in siding for first 88, and Brakeman T. J. Langan was at the west switch. As first 88 passed him he discovered brake beam down under O. S. L.—10621. He notified crew of first 88, train was stopped at the east end of siding where it was found that brake beam was in bad shape and probably would have caused serious trouble had it not been detected and removed.

On May 19, Conductor Lyn Robertson, with extra 2849-east, picked up Southern 73751 car of stock at Milan and while setting off some cars at North Bend, Brakeman Whitely found journal box lost off this car, the head car in train.

There was nothing to keep the journal in truck frame other than weight of car. The brass, however, was still in place, so the conductor informed the dispatcher that he felt that by careful running he could handle car to Stock Yards. This was done with a delay of about one hour, which was much better than setting out car of stock.

The careful inspection of train by Brake-man A. B. Whitely is commendable and if condition of this car had not been detected we would possibly have had an expensive accident.

On June 2 when W. O. Guthrie, agent, Rivervale, Indiana, was enroute from his home at Tunnelton, Ind., to Rivervale for duty, he discovered broken rail at Mile Post 120, Little Tunnel Cut. He immediately reported the case to the section foreman, who replaced the broken rail.

Tramps and Trespassers Are Expensive Luxuries

They Cost Us \$45,000 for Fires Alone During April

By B. S. Mace

Superintendent of Insurance

The enormous trackage of American railroads, extending over areas of greatly varied population density, makes our trespassing problem a particularly difficult one. The expense of completely protecting the track either with fences or by police guard is prohibitive, and characteristic American disregard for certain laws, makes the problem increasingly difficult.

The contrast in England and in Continental Europe is marked. There railroad property is almost as inviolable as the precincts of a private home. Greater general density of population and better material protection of track account for this in part. It is due more, however, to the greater observance of the no-trespassing laws which, to the people of those countries, mean just what they say.

During the month of April fires caused by trespassers and tramps cost the Baltimore and Ohio Railroad alone \$45,000. Tramps are notoriously careless of railroad property and are a menace whenever they secure access to it. The fires which they start to cook their "chow" with, are dangerous. Gaining entrance to box cars for shelter and transportation, they throw burning matches and cigarette and pipe ashes about and cause many costly losses.

They and trespassers are an unmitigated menace, and sentiment should play no part in the attitude of railroad employees toward them. They have no right on our property and when seen on it by employees, should be arrested and punished.

In addition, conspicuous "No Trespassing" signs should be posted on our property. Efficient watchman service should be maintained in yards, and car doors should be properly closed and secured when not in use. In large storage yards cars should be stored in drafts of six to eight cars with separating drafts 60 to 80 feet. Tracks containing wood cars should be separated by a track containing steel cars.



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBEEK

Judge James A. C. Bond, of Westminster, Carroll County, Md., who has served the Baltimore and Ohio Railroad Company in a legal capacity for 48 years, has gone abroad. The Judge told me before his departure that he contemplated spending his entire vacation in England; that he had no desire to visit the Continent to see the devastation and carnage wrought during the late conflict.

Judge Bond is a positive wonder. Into every case in which he is engaged he puts his whole being. He believes that his client, the Baltimore and Ohio Railroad Company, is entitled to his best efforts, and the Judge is generally on the winning side. He is ably assisted by his law partner, Francis Neale Park.

Judge Bond was a classmate at Princeton of the late John Kissig Coven, our general counsel for many years, and later our president, and they were close friends.

And then again—the Law Department has in its employ George Conrad Zink, and he too is a wonder, in that he is the embodiment of politeness. This is a requirement with the young gentlemen who receive visitors, and Mr. Young, our chief clerk, is particular in this regard and very properly so. Moreover, his work at the telephone is fraught with courtesy, and if you can get a lad who will control himself and be civil and obliging at the telephone, that is the boy you want to retain.

I am not giving my young friend this generous space because he says he is lost if Mr. Haulenbeck has no story in the MAGAZINE, but because he is true and faithful. I can size up a person pretty well, and that is about all I can do. George was born in Baltimore in 1904 and if he sticks, he may be at the head of the department ultimately, but it will be long after I am on the other shore.

Mail and Express Traffic Department

Correspondent, T. E. REESE

Miss Jewel R. Hilton changed her name on April 26. We wish her happiness, and congratulate George.

Miss H. M. Spedden, the "baby," took Jewel's place with the understanding she would not follow her predecessor.

Secret: When Miss Mabel H. Cross came to us, she said she was "also" a singer. We haven't heard a "hum" so far. This is, of course, due to a cold.

C. H. Bircly is going to put a chicken wire fence around his place to save his counting the children every night.

"Dave" Greene has about one more year to go, after which all flies diving from the ceiling on his dome will slide right off.

Telegraph Department

Correspondent, DELLA M. HAIN

Our able correspondent, Miss Della, was in New Jersey recently, out walking with her red-headed friend. She dropped her "cootie garage." A dog grabbed the rat and ran away with it and she was lop-sided on one side of her head. Poor girl!

Transportation Department

Correspondent, J. B. EGERTON

Dere Ant Mary,

I now take my pen in hand to tel you bout the doins at the baseball game twixt the married men an the singel men in that ere Transpertation Dept. were uncle Ezry werks.

It waz out to that place where the animals goes wats called Drude hil. The wimmin fokes waz all there an they waz some visters by name of Mis Ruth an Mr. Wright an Mis Stevens an Mis Coplan wat uster werk in that ere T. Dept. an a lady by name of Mis Belt wat werks fer the Sun office.

Mr. Miller hes a nice man. He brung us some candees. I hope he gits a invite wen them fokes plays agen.

You no Ant Mary I aint no scandel monger but the way them gurls screeched an hollered fer the married men waz scanlus. An yore Ezry bein among em to. Course I woodnt make im stay to home the next time but leestways Id give im a good talkin to.

The players waz perty good players most of em hittin the balls with the bats so hard they went clean over the batters head an come rite down behind im. They ony had bout 6 cashultees (aint that a good word I got it from the mager wat waz in the war) all told. Mr. Faustman he hert his foot rite wen he started to run home which mabie it waz wished on im coz he waz goin home in the middle of the game him bein such a good player. Luke Burns he got a sprained finger an Mr. Jackson he got a sore arm. I fergit the names of the other gentmen wat waz hert.

Dont let this go eny ferther but I heerd some tel as how them ere Dieny an Evans stold a lot of bases whichever they be. They dont look like that kind do they. But you never can tel.

Course it waznt the falt of the singel men their losin. That ere pitcher George Loeblein (I didnt no he waz married) kept throwin the balls to the man with a muzzel on wat waz Seibert an didnt give the batters a chancet to hit em a tall they properly bein to perlite to say enything to im bout it bein as hes married. Carter wat jus come back from Urope hes a perty good player ony he waz out of practise bein as how baseballs a American game.

Ed Wright he could of hit the ball but he waznt lookin so of course he missed it. An that ere Mansfield he kept exercisin his arm evry time the ball come his way soacourse he didnt hit it. But that ere Scharney hes some hitter. He hit the ball so hard it went cleen over to the other side of the park. I gess he got sceered then coz he started to run like somebody waz achasin im bein as he musta lost the ball but when he got neerly aroun to where he started from somebody foun the ball so he stopped runnin an looked sorter shamed wen somebody sed he waz put out.

Mr. Widernman he must no a lot bout baseball. He kept tellin the married men wat to do but I guess they didnt heer im coz they didnt do it.

Nex time that ere T. Dept. plays ball I wil let you no sos you can go to watch uncle Ezry.

Yore respectful neece,
Mag.

Pier 22, North River, N. Y.

Correspondent, FRANK A. J. MANTHEY

Valie

"Valie," although a Latin word, should mean a lot to us. It means "be strong." Let us all "be strong" in our efforts and our ambition in securing the necessary business for the Railroad during this period of sub-normal traffic. It is within the power of each individual employe to aid in this cause by giving good service on the job assigned to him. Satisfaction is the best advertiser, and good advertising will always bring more business. An example to illustrate this statement presented itself this morning:

The traffic manager of a local paint manufacturing concern called the Trace Department on the wire, and after the information had been satisfactorily given to him he remarked that he had been an employe of this Railroad for a number of years, and that he



F. A. J. Manthey, Magazine Correspondent,
Pier 22, North River, N. Y.



Follies of 1921 at Pier 22
Drawn by Cartoonist Lynch

was turning all his business over to the Baltimore and Ohio, because he felt reasonably sure of proper deliveries and cooperation.

Mr. Goline, Accounting Department, has successfully completed his course for a C. P. A. degree at N. Y. U. Here is luck to him!

If Mr. Sullivan would keep his caps out of the waste paper basket, the janitor would have less rubbish to cart.

The accompanying photograph is a likeness of our correspondent, F. A. J. Manthey.

Staten Island Lines

Correspondent, G. F. GOOLIC

In the accompanying photograph we find the members of the Staten Island Maintenance of Way Carpenter Gang. They are, left to right, standing: George Benedict, Charles Schiebe, Louis Delmar (foreman), Ernest Benthe, Charles Orlando. Sitting: Charles Sparks, Charles Pearsoll,

Joseph Polomeni (helper), William Schultz, Louis Delmar, Sr.

According to official conversation, this is one of the best gangs this division has ever had. George Benedict is an old timer of Staten Island. Charles Schiebe is an old Baltimore and Ohio man who hails from Baltimore, where he was a foreman. Benthe is our "Big Dutchman," and Orlando our "flivver" mechanic. "Charlie" Sparks is the old baldheaded boy, but with his hat on you would believe him to be quite a young and dashing cavalier; he even acts and speaks like one, and is the jolliest fellow in the gang; he cracks jokes all day long and keeps us all in the best of humor. Pearsoll is said to be a descendant of the first settlers in New York—a long lost relative of Father Knickerbocker. "Joe" is our baby, the youngest member. "Bill" Schultz is our dare-devil, he's Steve Brodie himself. Old "Pop" Delmar, known to us all as "Daddy" is the best man of the bunch. We forgot to say that "Charlie" Sparks has managed, thanks to the prohibition law, to save enough money to buy himself a home.



M. of W. carpenter gang at Staten Island

Baltimore Terminal Division

Correspondent, MARTHA V. FOX, Car Record Clerk

H. L. Minton, our "live wire" operator at North Avenue, is shown in the accompanying picture. Herman is doing some splendid work. He has discovered a number of brake riggings and shifted loads of pipe, which he promptly had switched out of trains, in this way making our Road safe between Mt. Royal and Huntington Avenue. Keep up the good work, Herman!

Locust Point

Correspondent, J. ROSS GOULD

Readers of this department in the MAGAZINE will be glad to know of the appoint-



Operator Herman L. Minton



George W. Brower

ment of J. Ross Gould as correspondent. Many of the interesting sketches recently appearing here in the last few issues of the MAGAZINE have been from the pen of Mr. Gould, who is a veteran employe of the Railroad, highly esteemed by all who know him.

Mr. Gould has taken great trouble to make interesting the notes in this department and employes wishing to keep Locust Point on the map in the MAGAZINE can send to him notes in regard to any events in their respective localities, notably those affecting the business of our great piers and yards, with the assurance that he will see that they are submitted to the MAGAZINE for publication. Ed.

William Hartig, brakeman, of the ferry crew, was awarded first prize at the annual growers' convention, held at Annapolis Junction, June 3, for the most peculiar grafting. He crossed a head of cabbage with a potato and got two eyes; crossed the potato with corn and got two ears; crossed the corn with a squash and got a neck; crossed the squash with a cocanant and got hair. We are all now wondering what he will cross with the cocanant to get a nose and mouth.

While the train crew of the hill job at Locust Point were enjoying their dinner a few days ago, they were held spellbound by Charles Davis, yard foreman's helper, who told them one of his numerous experiences in Cuba during the Spanish-American War.

While doing pick-et duty in Cuba one night when the darkness was so dense that he could not see a hand before him, he heard a shifting in the grass. Upon putting on his smoked glasses, he observed the grass, which was about one hundred yards from his post, moving, and thinking that this was caused by a spy, he placed his trusty Winchester to his shoulder. After emptying the chamber of its 20 shots, he noticed that the grass was still and felt assured that he had gotten his object. He went out to investigate. Upon arriving at the scene, much to his astonishment, he observed that he had shot a bull. He carried it into the encampment unaided, and fed the entire regiment on beef for a week. (Some bull!)

Captain A. C. Gray, of the tug "Transfer," has finally managed to reorganize the Marine Department baseball team, and would like to arrange games with teams of other departments playing Sunday afternoon ball. The lineup consists of all old professional ball players as follows: M. Artka, r. f.; J. J. Schmidt, 3b.; G. W. Bradley, 2b.; F. J. Stafford, 1b.; A. Nowak,

c. f.; W. Woolford, s. s.; J. J. Schott, l. f.; J. T. Lycett, c.; and J. Z. Woods, p.

Charles Francis Ecker, our bright and noble timekeeper at the Agent's Office, after six years of hard labor has finally succeeded in maintaining an accurate check on the time of Thomas H. Mitchell, fireman on the "Transfer."

Brakeman Welsch is being severely criticized by Chief Engineer Woods of the tug "Transfer." Welsch sold the chief seven dozen leghorn eggs for hatching. A few days ago the chief found seven dozen bantam roosters in his incubator and not one leghorn, as Welsch had guaranteed the eggs to contain.

The Barge office at Locust Point can boast of having the best Veteran freight solicitor on Locust Point, in our esteemed friend Frank J. Stafford, who has secured 60 cars of freight to date. Keep up the good work, Frank.

In the accompanying photograph we have one of the principal assets of Locust Point Station, who is worthy of more than passing mention—our old friend, George W. Brower. Familiarly known as "Cap" Brower, chief of the Claim Department, his ready smile and natural wit has endeared him to all his associates. The title "Captain" is no empty honor as he won his spurs in many a hard fought battle on the ball-field as Captain of the Baltimore and Ohio baseball team at Locust Point, now extinct. Yet we have the satisfaction of having had one of the team, "Buck" Herzog, make his mark in the major league.

"Cap" Brower entered the service at Locust Point 32 years ago as a freight handler, and has, by close attention to business and loyalty to the Company, risen by degrees to the responsible position he now occupies.

He is a Veteran and true to the principles of that band, and is ever ready to respond to the call of his Company.

His past record and present intelligent system of working may well be cited as an inspiration for younger clerks to follow.

We sincerely hope to be honored with many more years of his pleasant companionship.

Riverside

Master Mechanic Fritchey honored by his son

The Baltimore American recently held a contest among the young men of Maryland for the selection of four of them to be guests of the Baltimore Steamship Company on a cruise to the West Indies. Among the winners we find the name of Clayton Willis Fritchey, son of Master Mechanic F. W. Fritchey. The contestants were required to write a 100-word letter, setting forth their reasons for wanting to visit the West Indies. One of the objects of the contest was to arouse the interest of young men in the shipping business. Young Mr. Fritchey stated in his letter that while working in a bank, he had been studying Spanish, preparatory to seizing such an opportunity to learn something of the shipping business. We congratulate our master mechanic on the success of his son.

Cumberland Division

E. C. DRAWBAUGH Division Operator
JOHN SELL, L.P. Clerk, Superintendent's Office

Extra Gang Foreman Shoemaker has recently completed a splendid job at Frederick Street. New ties, rails, and frogs, well ballasted and in fine shape, may now be seen. The wooden crossing plank is gone and a new one of asphalt has taken its place.

Please mention our magazine when writing advertisers

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Morgantown and Kingwood Railroad

Correspondent, D. R. FLEMING

The Morgantown and Kingwood Railroad Shops, Sabraton, W. Va., are interesting, efficient and productive. Due to the efficient and direct manner of supervision of Master Mechanic G. T. Hice, the able assistance of Roundhouse Foreman T. F. Cassell, and Boiler Foreman W. C. Johns, together with the activities of Car Foreman C. B. Gosnell, Storekeeper V. E. Farrell and Shop Clerk R. E. Sigafosse, there is a perpetual emanation of energy, with the resultant efficiency of operation. However, we are conscious of the fact that the harmonious atmosphere of the shops is due, to a large extent, to the cooperation of the workmen, and to the friendly spirit which prevails in the shops.

On May 31, A. D. Gans, exhibitor of Safety motion pictures, gave us an instructive exhibition of "Bulletin 70." This



Prof. Frank De Luca, leader of Cumberland Shop Band. Professor De Luca recently brought his band of 35 pieces to Baltimore to entertain the Veterans here. The concert was thoroughly enjoyed.



"Eber K. Cockley and some friends," he says. And both fishing! Well?

method of instruction is indeed effective in stimulating the exercise of the utmost caution, and some valuable lessons were learned. We are very glad to say that up to June 1 we have had no accidents at our shops this year. The instruction afforded us by the Safety pictures will certainly help us to maintain this record, and we wish to express our sincere appreciation of this favor.

WANTED: An automatic device for the pursuit of rabbits to succeed the beloved canine creatures of Boiler Foreman W. C. Johns.

Connellsville Division

Correspondent, S. M. DEHUFF

The accompanying picture is of Eber K. Cockley, who entered the employ of the Company in January, 1910, since which time he has rendered satisfactory service as telegrapher, clerk, station agent and train dispatcher. In the view shown Mr. Cockley and some friends were enjoying a day's outing in the Allegheny Mountains near Meyersdale, Pa., the occasion being his 29th birthday anniversary.

Glenwood Shops

Correspondent, FRANK RUSH

The accompanying photograph is of Engineer C. W. Caven and his two grandsons, Robert Wilson, left, and Charles E. Caven, right. Mr. Caven entered our service on October 9, 1874, and has been in service continuously since that date. When Mr. Caven entered the service he first worked under E. K. Hindman, and since that time has worked under many superintendents. He has always paid strict attention to business. He is well known by both shop and road employees on this division and is well liked by all.

It has been rumored that "Andy" (Chief) Bennett, the tinner, won a wife while on his furlough. We extend to Mr. and Mrs. Bennett our heartiest congratulations!

A short, stout gentleman of the Legal Department complains that his automobile was red-tagged twice in one night. Our shop clerk on the second trick, also a native of Braddock, advises that the ancient vehicle should get a Form 5.

C. E. Rider has been promoted to Assistant chief clerk to the master mechanic. Mr. Rider is succeeded as boiler clerk by J. J. Elmore, of Versailles, Pa.

Many friends of George Jones, boiler foreman in the roundhouse, were surprised to note that Mr. Jones appeared on the picture of "Camden Station Employees of 1883," published in the February number of this MAGAZINE. Mr. Jones occupied a very conspicuous place in the third row and seemed to be very highly elated over the occasion.

If any of our friends feel slighted because we have not mentioned them in this column, would refer them to the Sand House Committee, Wylie Evans, chairman.

Monongah Division

Correspondents

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

VERNON A. LYON, *Assistant Ticket Agent*, Clarksburg, W. Va.

Miss Mildred Warden, stenographer to chief clerk, Superintendent's office, has been transferred to the Division Accounting office as general clerk, Transportation Bureau.

Division Accountant Barnes is contemplating the building of a new home on Maple Avenue, and if we are to judge from the blue prints it is going to be SOME house.

Miss Veva Stalnaker, who has been assisting Miss Gerkins in the Superintendent's office, has resigned because of "other arrangements." We are not aware of just what the arrangements are, but from reports we believe that the wedding bells will ring soon.



C. W. Caven and his two grandsons, Robert and Charles

Miss Marguerite Tucker, assistant shop time clerk, decided she would rather keep time for one "Wolfe" than the Fairmont and Clarksburg shopmen, so she quietly slipped away to Oakland, Md., the Gretna Green of West Va., and had the "knot tied."

Margaret B. is becoming an expert on the Elliott-Fisher. The honors belong to Lee, Margaret, so be careful.

Western Lines

General Offices, Cincinnati

E. W. SPILLE, *Pass Clerk*, General Manager's Office.

E. H. HENKEN, *Assistant Chief Clerk*, Division Freight Office

The Correspondent Gets a Bump

On the morning of May 6 I received, in a C. C. C. & St. L. envelope, a letter, advising me that there had been formed among the various railroads in Cincinnati a Railroad Fellowship Club, in which my name had been proposed to represent the Baltimore and Ohio. A card was enclosed which would admit me to a meeting and banquet held by that club at the Gibson House on that evening. Accordingly, I swallowed hook, line and sinker, and at 6.00 p. m. presented myself at the Gibson House, only to find that I had made a mistake and that the meeting was to be held at the Sinton. Of course I went over to the Sinton. Here they advised me that they had had nothing on it. I went back to the Gibson, and had

talked with the clerk for awhile, when it suddenly dawned upon me that I was the goat for somebody's good time. It had been originally planned to have me go from one hotel to the other, but the people at the Sinton fell down on the job. Of course, the next day—but everybody who has ever had a joke played on him knows what the next day means.

Chicago Division

F. N. SCHULTZ, *Division Operator*, Garrett, Ind.

ESTHER J. SPREENBERG, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.

R. R. JENKINS, *Secretary Y. M. C. A.*, Willard, Ohio

P. H. CARROLL, *Signal Supervisor*, Garrett Ind.

W. C. ADDY, Willard, Ohio.

FLORENCE E. SMITH, *Freight Office*, Chicago

Division Safety Committee

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S. U. HOOPER, *Chairman*, Superintendent, Garrett, Ind
T. J. ROGERS, *Vice-Chairman*, Train Master, Garrett, Ind
GERTRUDE MANION, *Secretary*,
Secretary to Superintendent, Garrett, Ind
J. E. FISHER, *Train Master*, Garrett, Ind
F. D. BATCHELLOR, *Division Engineer*, Garrett, Ind
E. N. SHULTZ, *Division Operator*, Garrett, Ind
E. J. MCSWENEY, *Master Mechanic*, Garrett, Ind
D. HARTLE, *Road Foreman*, Garrett, Ind
W. E. FRAZIER, *Road Foreman*, Garrett, Ind
DR. W. A. FUNK, *Medical Examiner*, Garrett, Ind
W. J. HANWAY, *Capt. of Police*, Willard, O
J. C. MOLTRE, *Capt. of Police*, Chicago, Ill
G. W. HESSLAU, *Division Claim Agent*, Garrett, Ind
J. L. LEWELLYN, *Master Carpenter*, Garrett, Ind
P. H. CARROLL, *Signal Supervisor*, Garrett, Ind
ROBERT O'FERRALL, *Electrical Foreman*, Garrett, Ind
W. H. DEAN, *Division Storekeeper*, Garrett, Ind
R. R. JENKINS, *Secretary, Y. M. C. A.*, Willard, O
W. J. MULVHILL, *Supervising Agent*, Garrett, Ind
C. L. WOODCOCK, *Yard Master*, Garrett, Ind

Rotating Members

A. C. PELL, *Freight Conductor*, Garrett, Ind
A. L. FARNER, *Freight Engineer*, Garrett, Ind
C. P. OMOHUNDRO, *Freight Fireman*, Garrett, Ind
H. M. DAUBERM, *Freight Brakeman*, Garrett, Ind
A. E. SCOTT, *Yard Brakeman*, Willard, O
CHAS. CORE, *Track Foreman*, Wellsboro, Ind

We have just received a little poster from W. C. Addy, formerly MAGAZINE correspondent at Willard, Ohio, noting the fact that he is now selling a device for Ford cars called Nitrolite. This is calculated to be of great service to Ford owners in making uniform and more satisfactory the lighting arrangement on their cars. Mr. Addy can be reached at P. O. Box 97, Nevada, Mo., and Engineer F. L. Maurer, of 629 Clark Street, Willard, is handling the device for him in the local territory.



"Ike" Scanlon, Train Caller and Depot Porter, Butler, Pa.

South Chicago

Well, Cupid is still working overtime. This time it's one of the boys. "Jack" Kendrick, our genial westbound clerk, and Miss Estelle Boltz were married on June 2, the Rev. Johnston Meyers of the Emmanuel Baptist Church of Chicago, officiating. Immediately after the ceremony, they departed for Wausau, Wis. Congratulations, "Jack."

"Jack" Kendrick is not the only happy person. Chief Clerk "Jack" Hufton is smiling, too. Reason? Why, a dandy baby girl, and "Daddy Hufton" sure is happy. How about the cigars and candy, "Jack?" We're waiting.

Ethel Poole, our freight bill clerk, is now back with us again after an absence of about eight months because of an injury received from a fall in October, 1920. Glad you're back, "Poolie."

A Clean-Up Committee has been organized at South Chicago, with Mr. Altherr as the chairman. A number of sub-committees have been appointed. From appearances, in the offices and outside, they are working wonders. Keep it up! We need it at South Chicago, and no doubt at many other stations.

Our "boss," Mr. Altherr, distributed some cards issued by the Veteran Employees' Association and after a very interesting talk, we have all pledged ourselves to do our bit and endeavor to secure additional business for our Company. We are now anxiously awaiting the return of some of the cards.

On Monday, May 16, "Bulletin 70" was shown at the South Chicago Shops during the noon hour and was well attended. Safety First Always!

Indiana Division

Correspondent, H. S. ADAMS, Chief Clerk to Superintendent

In line with the general retrenchment policy, the division freight terminal at Seymour was abolished June 6, various runs changed and new division terminal established at North Vernon, Ind.

The same date Bedford Branch runs were discontinued and this work now handled by local freight train crews operating between Mitchell and North Vernon.

Slow freight crews are now running east and west out of North Vernon instead of Seymour. The change in operation will save several thousand dollars per month.

General Yardmaster L. B. Thompson, General Foreman P. T. Horan, Yard Clerks Harry Fink and Travis Spear, together with several yard and engine crews, were transferred from Seymour terminal to the new terminal at North Vernon.

E. W. Sargeant, clerk to road foreman of engines and division operator, and Miss Thelma Wheeler were married on June 28. Best wishes!

This is the third wedding from Division Offices during the past month and it is rumored we will have at least two more within the next 60 days.

Honor for Brakeman W. T. Duvall

Vice-President Galloway Has Commended Him for the Courtesy Which Prompted This Letter

JACKSON CHAMBER OF COMMERCE

Jackson, Michigan, U. S. A.

June 1, 1921.

Mr. C. W. Galloway,
Vice-President in Charge of Operation and Maintenance,
Baltimore & Ohio Railroad Co.,
Baltimore, Maryland.

Dear Mr. Galloway:

In the office of Counsel of one of the Eastern roads some time in March, he made the remark that he liked to ride on the Baltimore & Ohio because of the courtesies he always received. He mentioned particularly the manner in which your conductors approached the passengers for their tickets and other little courtesies which your employees extend to the travelling public.

I have been back and forth to Washington several times lately, and following this conversation I noticed particularly these courtesies on the part of your employees and it even extends to the porters in the Pullman cars.

A very concrete illustration was in going through Harpers Ferry one morning—there were some 10 or 15 passengers in the Observation Car, and the brakeman, whose name I understand is Duvall, courteously explained all the points of interest at Harper's Ferry to these passengers in the Observation Car and they were consequently not only much impressed but naturally grateful.

No doubt you receive complaints from time to time—possibly some commendation. I have reason to believe this expression on my part may give you some considerable satisfaction.

With kindest regards, I am

Yours very truly,

(signed) J. C. GRAHAM,

Traffic Manager.

Accounting Department

The calendar has been overworked. First we refer to it for posting time; then for figuring if we will be off on next Saturday afternoon; then everyone figures his days for vacation, and the old calendar receives some very ugly scars. After that we count the number of days before we promise to love, honor and obey. If you are in doubt about this, ask our motive power time-keeper.

We understand that one of our ladies celebrated her birthday by giving a party. They had lots of fine "eats," oodles of fun, and before they parted, a huge birthday cake was placed before them with—candles on it. How many were on it, Miss Bertlia?

Has anyone noticed how "Jo" has been all "prettied up" for the last few weeks? Look out, fellows, or someone will be around for another collection.

We have often heard that old familiar "Button, button, who's got the button?" but the question now arises, "Who's got the electric fan?"

Wouldn't it be wonderful if we all had 35 different shirts?

When Seymour terminal was discontinued on June 6 and the mechanical forces were furloughed or transferred to North Vernon, the Queen of the Roundhouse fled to the Accounting Department for refuge.

As one of our SMALL girls was passing the Rotary Club last Tuesday, the men therein began singing, "Let the Rest of the World Go By."

A few days ago we read of a man 65 years of age marrying a young girl of 26. Cheer up girls—while there's life there is hope.

It is a well known fact that Miss Fox is always on the job, and it was further evidenced the other day when, at the close of working hours, in concluding a note to her friend Herbert, the following entry was made in the lower left hand corner:

"Office of Division Accountant Seymour, Ind., June 24, 1921.
cy—

S. W. HILL."

Toledo Division

Correspondent, EDWARD M. MANNIX

Among the other live subjects being discussed by Superintendent R. B. Mann, in his staff meetings, is the effort of employees to secure more business. Excellent results are shown each week. All classes of employees are sending in reports of business secured for the Baltimore and Ohio by personal solicitation. Keep it up, boys!

Edward M. Mannix has been appointed division correspondent for our MAGAZINE by Superintendent Mann, and he has taken hold with a whole heart. He has surrounded himself with a very capable staff of newsgatherers, whose personnel is a safe assurance that the Toledo Division will be well represented: Ray Garrigus, Lima, Ohio; Frank J. McManus, Toledo, Ohio; John Rowekamp, Hamilton, Ohio, and our local contributors.

The Safety meeting for the month of May was held at Lima, Ohio, May 10. The arrangements were complete and the hall at the Coach Shop was tastefully arranged. The meeting was marked with the same spirit of activity so characteristic of the past. "Bulletin 70" was again vividly called to our minds by Assistant Superintendent J. W. Kelly, who warned us not to open an account in the Bank of Carelessness, as payment in full may be demanded

and then you are at the mercy of the old game once too often. The meeting was interesting and instructive. Many compliments were heard concerning the excellent condition of our shops and yards.

A familiar figure well known to the traveling public is Timothy O'Neill, depot master, Union Depot. Courteous and attentive, he is the real type of a business getter for our Railroad.

As predicted, "Jim" Rhodes, pipefitter, second shift, has said "Yes" and signed a life contract. "Jim" gets the exemption on income tax next year alright.

Martin Duffy, air inspector, second shift, has an heir to the throne, which the stork deposited a few weeks ago—a great big boy. Congratulations from all, Mr. and Mrs. Duffy.

I. E. Clayton, former division correspondent for our MAGAZINE, was compelled to relinquish this position because of pressure of his duties as train dispatcher.

Our master mechanic, A. E. McMillan, blew around the corners a short while ago with a brand new sedan. Of course, we all had to rubber, and it was pleasing to see "Mac" looking her over. No brake shoes, bell cord or whistle, but chances are we will have to equip her with a pilot to make it feel natural.

Talk about smiles! Look at our chief clerk to master mechanic—yes, Roy E. Morris, the proud possessor of a queen. Thanks, Mr. Stork, and good luck and best wishes to Mr. and Mrs. Morris.

Jokes of our Dayton Roundhouse Minstrels

Leahey: "Who was that young lady I saw you with today?"

Conway: "Why, that was my wife, she used to work in a bottling factory, she's a corker, but I had to stop 'er."

Doudican: "Did you hear of the new Jewish drink on the market?"

Nash: "No, what is it?"

Doudican: "He-brew."

Simmons: "Can you tell me who is the greatest consumer of tobacco in the world?"

Phares: "Yes, a Baltimore and Ohio railroad engine."

Simmons: "Please explain."

Phares: "It takes a choo to make her go, and another choo to back 'er."

Kincaid, our electrician, listening to an answer to his proposal: "I could not marry you, Lee, because you are an electrician."

"But, what difference does it make, Nellie?"

Nellie: "I am afraid that when you went out, you would come in-so-late."

Parker: "Did you hear about my watch being stolen last night?"

Todd: "Yes, I see that the lawyer got the case, and the fellow got the works."

Barry: "Do you like girls with a beautiful complexion and dreamy blue eyes?"

Proctor: "No, I like girls with green backs."

Toledo

Assistant Correspondent, FRANK J. McMANUS

The lake coal season has opened at Toledo, and during the first month of the season there has been an unusually heavy and good movement. The machine, on one occasion, during the first month of the season, dumped a total of 659 cars in 22 hours, 45 minutes, working time.

The first ore boat of the 1921 season arrived on May 15, and was unloaded May 16-17. The ore movement from dock during the winter season 1920-21 has been light, but indications are that there will be a gradual pickup in the movement.

Business conditions in the vicinity of Toledo have passed the convalescing stage, and are now more normal.

A. R. Zink, chief engineer, Toledo coal machine, has again plunged into the sea of matrimony.

Stanley A. Zion, alias "Slim," crew dispatcher, Toledo, has been worried lately because of a threat of congressmen of Ohio to place a tax on bachelors. As a matter of fact, Stanley has found himself a girl. Take a tip, "Slim," it is much easier and less expensive to pay a dog tax than to be spliced forever and a day.

H. N. Schoenberger, agent, Toledo, has purchased a "Jewish showcase," alias "Galloping Elizabeth," alias Ford sedan. Mr. Schoenberger finds his car very convenient to get him to the Y. W. C. A. to take his daily exercise. However, it took him but a few days to discover that his machine would not crawl up the back of a big truck.

In a recent issue of our interesting MAGAZINE there appeared an article entitled "Thoughts of a Box Car." The box car reported having been in Toledo for 12 days, but, in a recent conversation with the same box car it admitted that it had failed to mention that it had made 12 trips into Toledo to have enabled it to spend 12 days here.

Things one never sees at Toledo:

"Johnny" Phares, general foreman, getting thin.

"Shorty" Farling, general yard master, getting peeved.

"George" riding by a street car stop when Veronica is walking.

"Al" Tieman passing more cigars. (To be investigated by "Mort" Riker.)

"Joe" Blasius looking for a salesman to sell him modern glass or cooperative grocers' stock.

Claude Pund and Hobart Hardin admitting that they are married. This goes double for "Bill" Schoof.

Storekeeper Wrangler in anything but a good humor.

"Art" Fournier moving fast. Arthur is a pupil of Dr. Einstein and is studying the doctrine of reactivity. Judging from the speed he makes the Doctor has a real subject in Arthur, not a pupil.

Everyone breaking his neck to contribute articles for the MAGAZINE. A fellow would have to be a combination of an Indian guide, as in the divorce case; army officer looking for a pot of gold, as in the slacker case; and a regular he-woman, to get items from some departments.

Division Accountant's Office, Dayton, Ohio

Assistant Correspondent, G. M. McBRIDE

We regret to announce that our co-worker Lawrence O'Connell, C. T. time clerk, Division Accountant's office, left for the Mayo Brothers' Institute, Rochester, Minn., to undergo a serious operation for the removal of some enlarged glands on his neck. We hope he will soon be with us again. Before going he expressed his heartfelt thanks for the help rendered by his co-workers in making it possible for him to go to this institution and desires to thank all through the columns of this MAGAZINE.

Cupid's Call

While toiling and plodding and plugging along,

Let us stop just a moment to see what's gone wrong,

There's a breeze in the air of something to be,

But nobody knows, for certain, you see.

'Tis said when the bell sheep jumps over the fence,

The others will follow without recompense, Indications are fair and Cupid's at work Let's hope that his duties he never will shirk.

'Tis a hint of some diamonds floating around, Now, Jessie, don't blush, for the package was found.

We know what they stand for—Oh mercy—Oh me!

A big chest of silver, a beauty, I see.

New sidings which are under construction on the Toledo Division at present are the American Can Co., North Side; Worthington Pump & Machine Co., Elmwood Place; and Garford Motor Truck Co., Cincinnati, Ohio.

A number of the employees in the Division Accountant's office have been taking advantage of Sundays and holidays by visiting shops and other interesting points on line of road. This has proved beneficial in their work at the office: in fact, Miss Blanford insists she can qualify as a section boss. At last women are beginning to assert themselves!

On April 7, Miss Frances Barr, the pretty fuel accountant, stole a march on the other employees and, with Mr. Clyde Townsend, slipped out of single bliss into everlasting love, the romance having started in the Division Accountant's office where Mr. Townsend was formerly employed. Mr. and Mrs. Townsend spent their honeymoon in Chicago. They have the best wishes of a host of friends.

Lima

Assistant Correspondent, RAY GARRIGUS

Lima Shops is organizing a baseball club that bids fair to rival the Cleveland Indians before the season is over. Several good men have been signed and we are expecting to see Lima on the baseball map when the team gets into action. Following is our lineup:

J. Lawrence, p.; W. Conkle, c.; G. Sobers, 1b.; J. Grubb, 2b.; J. Coffey, 3b.; P. Foley, s. s.; R. Ireland, 1. f.; W. E. Baker, c. f.; P. Finn, r. f.; Koch and Koch, umpires.

We understand that Mrs. N. H. Tunks, wife of our steel car foreman, has been taken to a Columbus hospital. We extend our sympathy to Mr. Tunks and hope that Mrs. Tunks will soon be back in her home.

Much is heard about the "last will and testament" of our genial blacksmith foreman, Mr. Woodworth. If "General Rumor" is to be believed, it seems that the estate was to be divided equally between the stenographer, Miss Fitzgerald, and the chief clerk, Barrett. Ask Barrett: he knows.

One of the miracles of railroading happened recently—a tank car in shop with all eight wheels burst because of sliding and heating, cut out of a "QD" freight and only about 10 cars from the caboose! Luck? You may call it luck if you want to but—do you suppose that the conductor's wife, at home with the children, even imagined as the train rolled along in the night that her chance of seeing her husband again alive hung by a thread so slender that it might snap in a second? But, the train came into the yards safely and it wasn't luck either.

Thoughts while strolling around the yards in Lima

Business picking up again.

Yard blocked with coal cars.

"Red" Ireland, 37 years old, auburn hair (get the auburn), no teeth, a new Ford and last but not least, a bachelor. Here's your chance, girls.

It's odd how some men will persist in wearing celluloid collars.

Yardmaster Murphy, with an overcoat.
Temperature 95 in the shade.

If it weren't for the Koch twins, the old yard would resemble a country graveyard at midnight. Otto selling strawberries, and Oscar picking the wild flowers.

A. R. A. clerk Holmes went fishing and caught a cold that lasted two weeks longer than any fish he might have caught.

A bright pink shirt with Storekeeper Britt somewhere on the inside. Heard the shirt before I heard Britt and I'll tell the world that's going some.

Five engines on the ready track.
Black, sullen, outwardly lifeless looking monsters ready for another day's work.

Edward Tschuor all smiles. Cigars a plenty. Yes, it weighs eight pounds.

Medical Examiner Hutchinson s(up)porting a new car.

Mr. O'Brien, taking a vacation. Reminds me of a newspaper advertisement: "Spend your vacation in California and the National Parks."

There I go dreaming again. Hey! get off the track!

Jack Harholdt and his toy 93 almost ran over me again.

Guess I'd better watch my step.

I never did like to shovel coal.

Robert J. Colbaugh

(Continued from page 45)

the youngest employe in train service on the Pittsburgh Division, and was known as the boy brakeman. This position he held until 1871, when he was transferred from the Transportation Department to the Mechanical Department as fireman. In January, 1875, he was promoted to engineer; in October, 1886 he came to Pittsburgh and applied to Master Mechanic Kalbaugh for a position as engineer. He was given a run from Glenwood to Wheeling, where he ran on a freight train until July 12, 1889, when he was transferred to the Pittsburgh Division, which took in all of the territory between Pittsburgh, Connellsville, Fairmont and Cumberland. In 1902 he entered the regular passenger service. He ran a local accommodation between Pittsburgh and Versailles until March 22, 1920, and on April 1, 1920, he was retired from active service.

Akron Welfare Picnic

(Continued from page 51)

However, I can run away and go to picnics, and I have made up my mind that I'm not going to be left behind any more, even if I do have to spend my time under the tables.

About half-past seven o'clock some of the folks began to make ready to leave, so I hustled up and sneaked away across the

fields again. When I got home I sat up on the porch and waited for the family to come. Sure enough, in a little while they arrived, tired, but happy. They came up and petted me on the head.

"Dear old Betty, you had to stay at home all by yourself and take care of the house, didn't you?"

And I felt so ashamed that all I could do was to put my head between my paws for I couldn't look them in the face. If I only could have told them what a nice time I really had! A little later I went around to the kitchen porch. There sat a nice big plate of picnic food for me. Of course, I was so filled up already that I couldn't think of eating anything, so I just took the big ham bone and hid it under the porch until the next day.

THE BALTIMORE AND OHIO GENERAL OFFICE DUCKPIN LEAGUE

We closed a very successful season with the bowling of the championship games on the evenings of May 10 and 13. The standing of the two sections is as follows:

Section A

	GAMES	WON	LOST	PERCENT.	TOTAL PINS	AVERAGE
General Freight Claim Agent—Team A...	66	55	11	.833	31,801	481.81
Auditor Passenger Receipts—Team A....	66	48	18	.727	31,325	474.62
Auditor Passenger Receipts—Team B....	66	45	21	.682	29,203	442.47
Engineering Department—Team A.....	66	38	28	.576	29,997	454.50
Auditor Merchandise Receipts—Team A...	66	35	31	.530	29,578	448.15
Engineering Department—Team B.....	66	34	32	.515	29,764	450.97
Transportation Department.....	66	31	35	.470	29,580	448.18
General Freight Claim Agent—Team B...	66	31	35	.470	29,361	444.86
Valuation Department—Team A.....	66	26	40	.394	28,812	436.54
Operating Vice-President.....	66	25	41	.379	28,317	429.04
Auditor Passenger Receipts—Team C....	66	13	53	.197	27,842	421.84
Engineering Department—Team C.....	66	12	54	.181	23,419	354.63

High Total Team Average (Season)—General Freight Claim Agent Team A.....481.81
High Individual Average (Season)—Hahn, H. P.—Engineering Dept. Team A....102.57
High Individual Average (3 games)—Fowler, W. L.—Opr. Vice-President.....*128.33
High Individual Score (1 Game)—Everhart, A. E.—A. M. R. Team A.....172.00

* Evening of March 5, 1921.

A. E. Everhart, A. M. R.—A, made high individual score (1 game) on December 18, 1920. This was tied by W. L. Fowler on March 5, 1921. Tie game was bowled off on May 4, the result being:

	1st Game	2nd Game	3rd Game	Total
Everhart, A. E.....	107	83	91	281
Fowler, W. L.....	83	103	86	272

Sections B

TEAMS						
Adjustment Division.....	60	43	17	.717	28,571	476.20
Motive Power.....	60	35	25	.583	28,069	467.80
Car Service—Team A.....	60	31	29	.517	27,618	460.30
Auditor Merchandise Receipts—Team D...	60	26	34	.433	27,202	453.30
Valuation Department—Team B.....	60	23	37	.383	26,555	442.50
Car Service—Team B.....	60	22	38	.367	26,565	442.70

High Total Team Average (Season) Adjustment Division.....476.20
High Individual Average (Season) F. W. Struth—Auditor Merchandise Receipts...101.96
High Individual Average (3 games) S. E. Smith—Motive Power.....120.10
High Individual Score (1 game) S. E. Smith—Motive Power.....149.00

LEAGUE CHAMPIONSHIP

	WON	LOST	TOTAL PINS
General Freight Claim Agent (Section A).....	4	3	3309
Adjustment Division (Section B).....	3	4	3265

The League next year will consist of twenty teams made up of the following:

SECTION A

Coal Traffic.
Car Service.
Auditor Merchandise Receipts.
Local Settlement—A. M. R.
Engineering—Accounting Bureau.
Motive Power.
Purchasing Department.
Comptroller.
Auditor Passenger Receipts (B).
Adjustment Division.

SECTION B

Transportation Department.
Auditor of Disbursements.
Engineer of Buildings.
Employment and Record Bureau.
Valuation Department.
Auditor Passenger Receipts (A).
Chief Engineer.
Maintenance of Way.
Fuel Agent.
General Freight Claim Agent.

Sidelights on the Cleveland Division

By J. E. Fahy

Assistant Superintendent

ISOLATED somewhat from the main line of the Baltimore and Ohio Railroad, or what might be said, "Up the lane and away from the beaten path," runs the no less important Cleveland Division. Little about it is seen in print except a few general items each month and our neighbors may therefore feel justified in not knowing much about our performance.

A news writer would say that we are situated on the shores of Lake Erie, both in Cleveland and Lorain, and extend toward the Ohio River and the famous West Virginia Coal Mining territory. In addition to nearly all classes of industries located on the line, we have a direct coal route to the Great Lakes and one of the most important coal shipping ports of these wonderful lakes, *i. e.*, Lorain. We are therefore a freight and coal division with very little claim for distinction in passenger service. Yet our passenger earnings in 1920 ran from \$41,000.00 to \$65,000.00 per month, with about \$1,200.00 per month earnings from milk, or \$633,069.72 passenger earnings for the year. The first two months of 1921 show an increase in milk earnings and are about \$5,000.00 per month over the same month last year in passenger earnings. This may be partly due to the Passenger Department slogan "Fill them up," but is more probably due to the increase in passenger rate, as travel is numerically less than last year.

Our station earnings for 1920 were \$31,707,935.00. The first three months of 1921 show a decrease in this of \$542,151.00 over same period in 1920, all of this having occurred in February and March, as January, 1921, exceeded 1920 by \$128,482.00.

With a very slight improvement of our track conditions, and with reduction of delays due to less congestion in traffic, and getting trains started from terminals, our average time of trains between Lorain and Holloway has been reduced better than two hours.

Overtime, which ranged from 29 to 30 per cent. in 1920, has been reduced to 21 per cent. in the month of March.

During April we operated so successfully that we did not have a main track accident: this record is the best for at least five years and probably more, as that is as far back as we have maintained a ready record. You will naturally say that this record is due to the decrease in business. True, this has had great bearing on it, but it does not entirely answer the question, for during this period we have averaged eight bad order cars set out on line daily. Had any one of these cars been overlooked by watchful trainmen, our record could easily have been spoiled. This indicates closer attention to duty.

Damage to equipment in yards is much lower per car handled than in the past. Cars are being better handled by switchmen, this also being reflected in the decrease in our damage to freight. In general the Cleveland Division is now headed the right way and can, by careful watching by all, be kept in the improving columns. What we must all strive to do is to prevent leaks from injuries, loss and damage and inattention to duty, so that every dollar taken in will not have to be divided except between our employees and the Company.

I regret that we cannot say that business is rushing or that the indications are as satisfactory as could be desired. The lower lake dock and furnace yards are still well

loaded with last year's ore shipments and the opportunity for ore and grain tonnage "down bound" is combining with the small demand, keeping the coal movement on the lakes far behind a normal year. This may gradually improve towards the close of summer.

Activities in Cleveland are generally quiet with better business conditions advocated and hoped for by all business interests.

His Limit Reached

"Now, Mary, I don't want to be misunderstood in this matter. I am willing that you should be a suffragette, I am willing to get up in the morning, split the kindling, light the fire, cook the breakfast, wash the dishes and dust the parlor, but I'll be doggoned if I'm going to wear pink ribbons in my nightg to fool the baby!"

R. D. STOCKDALE,
Columbus, Ohio

The Railroad Clerk

By Charles H. Minnick

Boiler Clerk, East Side, Philadelphia

He was only an humble railroad clerk,
And he worked for the B. & O.,
He wrote up reports and checked engine snorts
From morn till eve's siren's hoarse blow.
'Twas mere paper work, but he didn't shirk,
Full well their importance he knew,
Tho' derided by some, "The time may yet come,"
Said he, "when I'll manage the crew."
"On the job" every day, right into the fray
He goes where his work it requires;
Be it office or shed, he uses his head,
Well fulfilling his boss's desires.
At times, every day, he must hasten away—
From his desk to the roundhouse he goes—
There in smoke-filled big shops, 'midst the roar of valve pops,
Hunting "Smitty" to order steam hose.
If the staybolts break loose, or uncoupled caboose
Runs down hill and falls into the brook,
All these facts, clear and right, must be entered by night,
By the clerk in his "Bad Order Book."
Keeping track of the men who are off now and then
Is enough quite to tax a man's brain,
But the thing that takes thought, is to say just who ought
By seniority come back again.
These are facts, by the by, which you cannot deny
And are shared in alike by clerks all,
Paper work it may be, but important you see,
Or the Road wouldn't have us at all.
So, when thinking of clerks, don't pick out one who shirks,
On the Railroad—or one who's too slow.
Those who work all the time for the good of the Line
Are the ones who advance B. & O.



BOWLING CHAMPIONS OF THE GENERAL OFFICES, BALTIMORE

Left to right: L. F. Itner, H. H. Goldsmith, G. L. Goeller, J. H. Riggan, Captain; C. A. Miller, E. E. Correll.

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and are
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Name.....

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Dept. B 401
West 35th St. Chicago, Ill.

Send me your complete catalog of Gold Medal Washing Machines and details of your four weeks free trial, easy payment factory output offer and a copy of your 10 year guarantee. No obligation.

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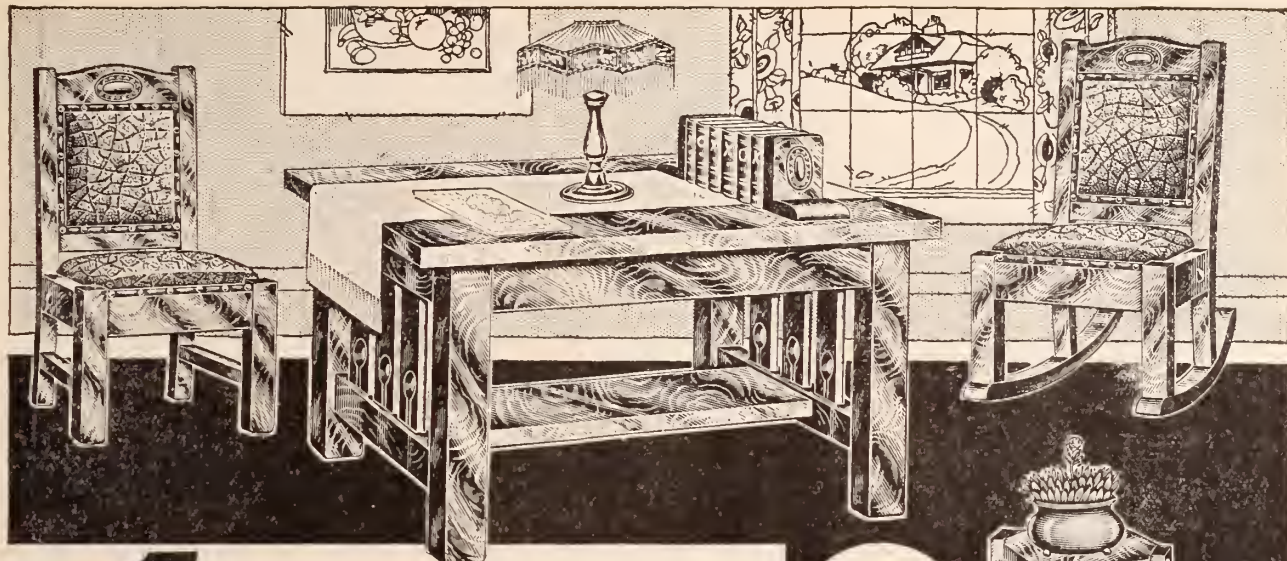
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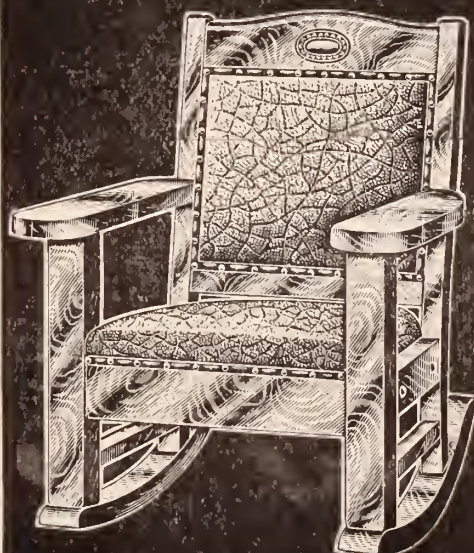
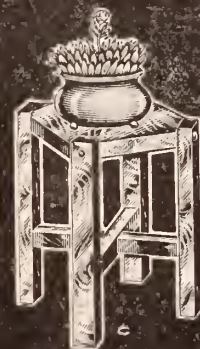
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"Am They a Hell?"

Submitted by B. F. Thompson
Telegraph Department

THE newly appointed pastor of the colored church announced that the subject of his first sermon would be "Am They a Hell, or Am They Not? And I will prove They Am." The church was packed as the new parson arose to prove his assertion. "Brethern," he said, "the Lord made the world round like a ball." "Amen," cried the congregation. "An the Lord made the world so it could turn round and round." "Amen," was the response. "And the Lord made two axles for the world to go round on, and he put one axle at the North Pole and one axle at the South Pole." "Amen," agreed the congregation. "And the Lord put a lot of oil and axle grease in the center of the world so as to keep the axles well greased and oiled." "Amen," said the congregation. "And then a lot of sinners digs wells in Pennsylvania and steal the Lord's oil and grease. And they dig wells in Kentucky, Louisiana, Oklahoma, Arkansas and Texas and in Mexico and Russia, and steal the Lord's grease and oil. And some day they'll dig so many wells that they will have all of the Lord's oil and grease and them two axles is going to get hot. And that will be Hell, brethern, that will be Hell."

A Joke that Recoiled

A young man was walking up and down the platform of a country railroad junction in England trying to see a car that had a vacant seat. He didn't find it, and assuming an official air, he walked up to the last car and announced in stentorian tones: "All out here; this car isn't going."

There were exclamations loud and deep from the occupants of the car, but they all piled out and made their way to cars ahead. The smile on the young man's face increased as he took possession of a seat and appropriated another for his luggage.

"Ah," he murmured, "It's a grand thing to be born clever! Now I wish they'd start."

By and by the stationmaster put his head in the door: "Are you the smart young man who said this car wasn't going?"

"Yes," said the clever one, smiling.

"Well, said the stationmaster, with a grin also, "it isn't. The brakeman heard what you said, and he uncoupled it. He thought you were a director."

—Pittsburgh Chronicle-Telegraph.

Had a Fellow

The country pastor made it a point to welcome any stranger cordially. One evening a Swedish girl, employed as a domestic in one of the fashionable homes, was present. The minister welcomed her to the church and expressed the hope that she would be a regular attendant. Finally he said that if she would be at home some evening during the week he would call.

"T'ank you," she murmured bashfully, "but Ay have a fella."—Speed-Up.

Slight Accident

A Chink by the name of Ching Ling, Fell off a street car, bing, bing!

The con turned his head,

To the passengers said:

"The car's lost a washer, ding ding."

—United Railways Bulletin.

Nobody sees a big hole in a little girl's stocking.

But a little hole in a big girl's stocking will start a parade!—A-x-I-Dent-Ax.

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Volume 9

Baltimore, August, 1921

Number 4

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Easily Routed

Sir: Speaking of embarrassing moments, I was talking to a few sweet young things at Virginia Beach, and the subject of sunburn came up. I mentioned that my face and neck were badly burned, and one of the s. y. t. replied: "That's nothing, you should see me; I'm sunburned all over." That scattered the crowd, and I grabbed a handful of boxcars and left town.

You Need These Books

PRETTY soon you will be called up to take your examination and you will have to face a lot of hard questions. Better brush up a little. Our books contain every question with its answer you are likely to be asked by the examiner. They are the only complete railway books issued giving up-to-date, reliable information. Don't put off until examination day comes, but send for the following books at once:

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The only book showing how locomotive boilers are built in modern shops. Shows all types of boilers used; gives details of construction; practical facts, such as life of riveting punches and dies, work done per day, allowance for bending and flanging sheets and other data that means dollars to any railroad man. Second edition. 451 pages, 334 illustrations. Six folding plates. Cloth. **\$3.50**

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How It Sounds to Read Proof on Poetry

Proofreader: As flowers without the sunshine fair—comma—so—comma—without you—comma—do I breathe a dark and dismal mare—

Copvholder: Thunder; not mare—air.
Proofreader: I breathe a dark and dismal air—comma—as flowers—comma—

Copvholder: Shoot the comma.

Proofreader: 'Tis done. As flowers without the sunshine fair—semicolon—confound slug seven, he never justifies his lines—no joy in life—comma—no worms—

Copvholder: Warmth.

Proofreader: No warmth I share—comma—and health and vigorous flies—

Copvholder: Blazes; health and vigor fly—

Proofreader: Health and vigor fly—Comma—full stop.

That's about the sound of it when poetry is on deck.—*Des Moines Register*.

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City

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Be sure to print name, etc. clearly

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The Baltimore and Ohio Magazine

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MISS MARGARET GRAMMES

*Clerk, Agent's Office, Camden Station, and Winner of First Prize,
Beauty Contest, Baltimore Fashion Show*

IN THE recent Beauty Contest conducted by the *Baltimore American*, one of Baltimore's largest daily papers, one of our own Baltimore and Ohio girls, Miss Margaret Grammes, clerk, Agent's office, Camden Station, was awarded first prize. The second prize went to Miss Elsie Ziegler, a model in one of Baltimore's leading importing establishments, and, singularly, the third went into another Baltimore and Ohio home, that of Miss Irma Knabe, whose brother and sister are former employes of the Baltimore and Ohio.

Miss Grammes, a Western High School girl, has been with the Company for two and one-half years as export clerk, and although she has always been considered an unusually pretty girl, the announcement that she had won the first prize came as a surprise to her. A hundred of the prettiest girls selected were asked to appear at the Hotel Belvedere for a final decision.

"Here," says Miss Grammes, "we were marched around and around a room to the tune of a fox trot. It was certainly embarrassing.

Then, after the final decision, there were a half-dozen reporters who nearly frightened me to death."

(Continued on page 41)

Senior Vice-President Shriver Explains the Financial Status Existing between the Government and the Railroads and How It Affects the Employment Situation

GEORGE M. SHRIVER, senior vice-president of the Baltimore and Ohio Railroad Company, who has been attending the hearings at Washington before the Senate Committee on Interstate Commerce in connection with the pending legislation providing for the funding of certain obligations of the railroads to the Government, stated that there was apparently a good deal of misunderstanding as to the purposes of the legislation and how it comes to be necessary.

"Briefly stated," said Mr. Shriver, "the situation is this: the Government during the period of Federal control expended large sums of money upon the railroads for additions and betterments and improvements, with or without the consent of the corporations, and largely from the standpoint of war necessity. The Transportation Act, 1920, and the contract with the railroads, clearly contemplated that such expenditures would be funded; that is, that these expenditures would be considered advances to the railroads which they would repay over a period of ten years. The appropriations so far made were not sufficient to provide these funds and consequently the Director General was compelled to withhold from the carriers as an offset large amounts due to them on account of compensation, depreciation, etc., which should have been paid over to the corporations when their properties were returned to them on March 1, 1920.

"The lack of these funds," said Mr. Shriver, "has prevented the railroads from going ahead with their repair and improvement work, which they would otherwise do and thus add to the employment at a period when it is most needed."

Mr. Shriver said that roughly the balance due to the Baltimore and Ohio Company, on account of compensation, depreciation and other cash items, subject to final accounting, was something like \$13,000,000. That the Company has on its tracks, awaiting repair, over 700 locomotives, compared with, say, 325 in normal times, and is holding about 10,000 bad order cars, as compared with 3,000 or 4,000 in normal times. It is estimated that to put these cars and engines in condition would call for an expenditure of \$8,000,000 or \$9,000,000. If the Director General could pay the Company these funds, it would be in position to undertake the repair of this bad order equipment and in that connection to re-employ at once probably 5,000 or 6,000 additional men. This would not only aid in reducing the number of unemployed, but at the same time would put the equipment in good order so that the Railroad would be ready to take care of the demands of traffic if, as is expected, it should gradually revive. Otherwise it might happen that when there is a resumption of business the Baltimore and Ohio, in common with other railroads, will find itself unable to meet the requirements.

"The facts, as I glean them from the statements of the Director General and others before the Senate Committee," said Mr. Shriver, "are as follows:

The Director General owes the railroads on account of—	
Unpaid compensation.....	\$ 459,609,114
Depreciation, property retired, etc.....	313,239,824
Total.....	\$ 772,848,938
Less amount due to the Director General by the railroads in open accounts.....	196,486,079
Balance.....	\$ 576,362,859
In addition, the Director General estimates there will be required payment to make up the difference in inventory between the material taken over by the Director General on January 1, 1918, and that returned to the railroads at the end of Federal control.....	
	48,396,00
Making total estimated balance due the railroads of.....	\$ 624,758,859
subject to adjustment in final account.	
Section 207 of the Transportation Act provides that the President may, in his discretion, fund the additions and betterments payable by the railroads over a period of ten years.	
During Federal control the Government expended and charged to the railroads—	
A—For additions and betterments.....	\$ 763,031,625
B—For equipment, purchased by the Director General and allocated to the railroads....	381,649,957
A total of.....	\$1,144,681,582
In settlement for a large proportion of the equipment the Director General accepted, as provided by Act of Congress, equipment trust obligations of the railroads payable over a period of 15 years to the amount of....	
	\$332,068,950
There has been paid by the railroads on account of final settlement.....	55,352,120
And there has been funded through bonds and notes running over a period of 10 years.....	60,925,000
Total.....	\$ 448,346,070
Leaving a balance due the Government and for which final settlement has not been arranged.....	
(It is the opinion of the Director General that it will not be necessary to fund in excess of \$500,000,000, the balance being carried by the roads themselves.)	\$ 696,335,512

"There being no funds from other sources to cover the expenditures made by the Director General for additions and betterments, he has been compelled to withhold from the railroads the balance due them as an offset against the expenditures for additions and betterments. Some of these expenditures were strictly for war purposes, and the extent to which the Government should assume responsibility therefor is a matter for settlement with the Director General in final negotiation, and all of the expenditures were made for purposes which it was believed were proper and necessary and primarily for carrying on the war activities.

"Ordinarily the railroads themselves would not undertake expenditures of such magnitude unless and until they were able to provide for the financing of the same through the issue of bonds and stock or were able to get the funds from other sources. Because their properties were in the hands of the Government, and because the money market was largely monopolized by the Government during the period of the war, the railroads were unable—and indeed were not called upon to any extent—to

finance expenditures for additions and betterments. And the natural assumption was that the expenditures made by the Government would be funded in accordance with the authority contained in the Transportation Act, 1920. It is proposed now that the Director General fund these expenditures and to the extent judgment dictates accept properly secured obligations of the railroads, running for not exceeding ten years, in settlement. Had this been done originally, then at the end of Federal control when the railroads were turned back to their owners the Director General would have been able at the same time to have paid over to the carriers the balance due them on account of compensation, depreciation, etc., in the approximate amount of \$624,757,000.

(Special attention is called to the fact that, contrary to the contentions in some directions, these claims do not include a single dollar reflecting the much mooted question of inefficiency of labor—certainly the Baltimore and Ohio Company has made no such claim.)

"The failure of the carriers to receive these funds has prevented them from paying currently for materials and

supplies purchased since the end of Federal control, or to undertake the thorough repair of much of their equipment which was in bad condition at the end of Federal control, or has since become so. It is estimated that the railroads owe currently for materials, supplies and fuel \$300,000,000 to \$350,000,000.

"There are over 300,000 bad order cars on the railroads of the country, which is approximately 200,000 above normal; in addition there are a large number of locomotives held awaiting repairs, and it is estimated that to put these cars and locomotives in good working condition would require from \$300,000,000 to \$350,000,000.

"The pending legislation purposes to authorize the War Finance Corporation to purchase from the Director General obligations which have or may be given to him to cover additions and betterments and equipment in the amount of \$500,000,000. If this is done, the Director General will be in position to accept the notes and obligations of the railroads for the balance due on account of additions and betterments, or so much thereof as he finds necessary in his discretion to fund, and there will then



They Helped Get the Picture for the Cover of This Issue

When it comes to arranging the setting for a magazine cover design, Timothy Donovan, veteran engineer of Brunswick, Md., classes quite as high as he does when pulling a throttle.

The above picture shows his pretty camp on the Potomac at Weverton, whither repaired one fine June day Miss Carlyn Oehm, clerk in the Treasurer's Office, Louis Beck, secretary to superintendent, Fuel and Locomotive Performance, and George B. Luckey, chief photographer of the Railroad. And the striking cover of the canoeists attests the art of the trio—embellished by a typical bit of Baltimore and Ohio scenery as the background.

Mr. Donovan was the boss of the expedition, and, with his son, his son's friend, J. E. Dunn, and J. A. Van Pelt (all employees at Brunswick and appearing from left to right in the camp picture), handled the details in *Art* style, even to the soup served at lunch, which was made from a 12 pound turtle caught by the party the night before in the Potomac

be owing to the railroads, and the Director General will be in position to pay them, balance on account of approximately \$500,000,000.

"The receipt of these funds will enable the railroads generally to pay off their current obligations for materials, supplies and fuel, thereby placing these industries in better position to expand their business. It will also enable the carriers to promptly undertake the abnormal repairs to equipment which it is estimated will call for the reemployment of some 200,000 to 250,000 additional men. Directly and indirectly, the settlement proposed should enable the giving of employment to more than 500,000 men.

While the bill contemplates what in effect is a loan to the railroads of some \$500,000,000, this loan is to pay for additions and betterments made as part of the war program and is such an advance as was contemplated in the original Transportation Act, and the purpose of it is to place the Director General in funds to pay the railroads what is due them; the railroads in turn will then be able to pay their obligations and undertake the extensive repair and

improvement work so urgently necessary. This will involve the employment of large numbers of men and it

is believed will be most helpful in accelerating the revival of business activities and general prosperity."

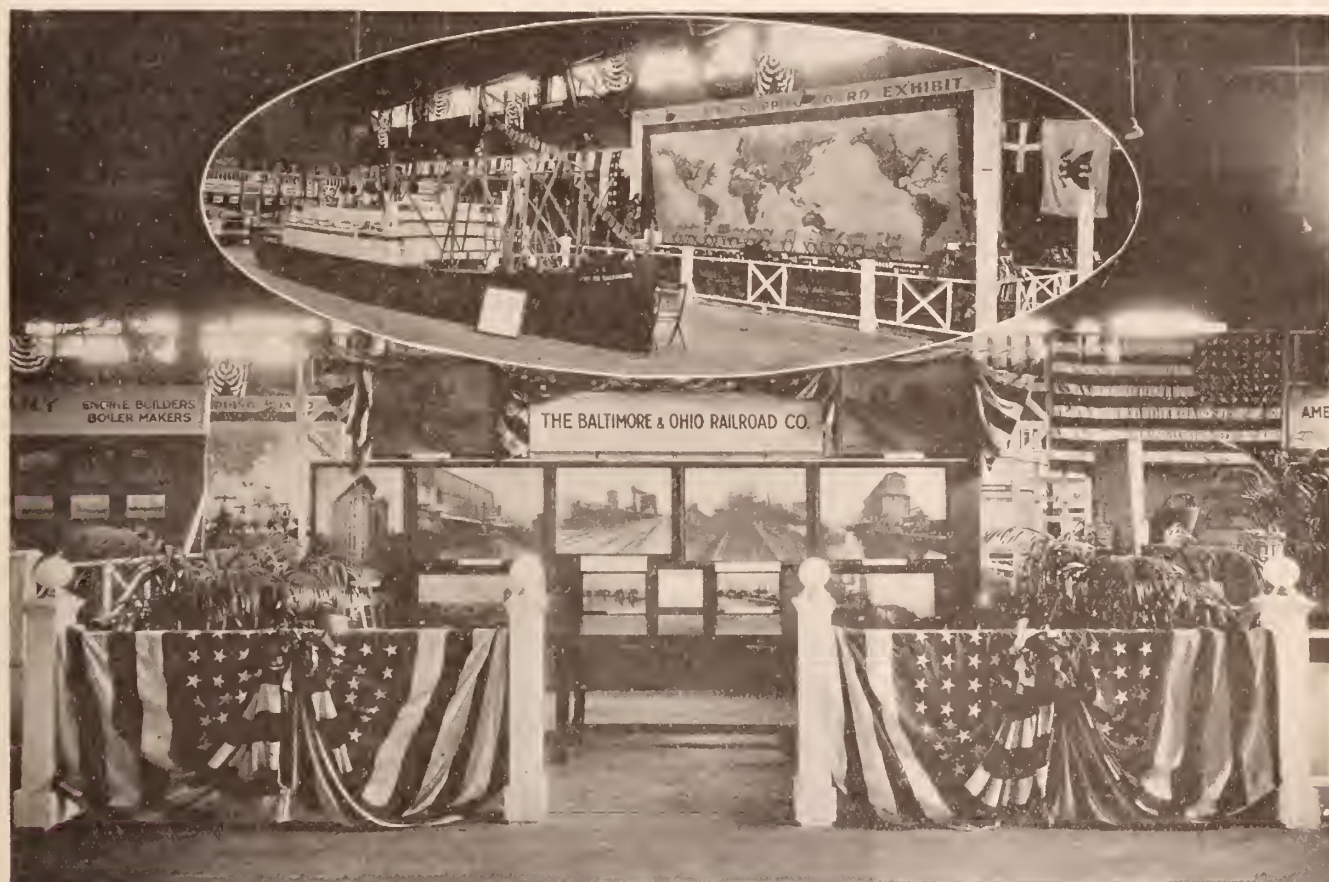
The Marine Show and Export and Import Exposition in Baltimore

DURING the week of July 11, the shipping, export, transportation and other business interests of Baltimore held an exposition in the Fifth Regiment Armory. Admission was by complimentary ticket, but it was possible for anybody interested to secure one and as a result it is estimated that approximately 100,000 people saw the exposition during the week.

The dominant note was the importance of the merchant marine of the United States to the future prosperity of the country. When the World War started 90 per cent. of the water-borne commerce, export and import, of the United States, was carried in foreign bottoms. Seventy years ago, in the days of the famous Baltimore clipper, the fastest sailing commercial vessel and one of the

most famous types of vessels which ever sailed the seas, these figures were reversed and 90 per cent. of the water-borne commerce of the United States was carried by American owned ships.

The intensive program carried on by the Shipping Board during the war was one of the monumental achievements of our country, but notwithstanding the fact that we now have an enormous tonnage of American ships available for our commerce, the shipping interests are in a most critical condition. This is due largely to the slump in the demand for shipping facilities; to the sharp decrease in freight rates; to the competition offered by the shipping of other countries, largely because of their lower costs of operation, particularly in respect to labor; and to certain laws



The Baltimore and Ohio Exhibit at the Baltimore Marine Show and Import and Export Exposition. Handsome photographs of notable scenes on the Baltimore and Ohio made our exhibit an attractive and interesting one. Some of the views—the Baltimore and Ohio Building in Baltimore, the grain elevators at Locust Point, the Curtis Bay Coal Pier and others—can be distinguished in the accompanying cut. Interesting pamphlets in regard to the facilities offered by the Baltimore and Ohio in Baltimore and particularly in regard to the Curtis Bay Coal Pier, were distributed.

In the insert above a part of the exhibit of the United States Shipping Board is seen. The world map shows trade routes and was the background for the speakers' platform from which addresses by men of prominence in the business and shipping world were made daily.

governing shipping now in effect in this country and which shipping men declare are inimical to the best interests of our merchant marine, are impractical and unnecessary.

It was to bring all these facts before the general public and to educate them to the true knowledge of the importance of our merchant marine to the prosperity of the country, that this exposition was held.

Notable exhibits were made by the United States Navy, Westinghouse Company, the Bethlehem Steel Company and the cities of Newark, N. J., and Baltimore, Md. From an artistic standpoint, the exhibit of the Baltimore and Ohio ranked high, as may be seen from the accompanying picture showing typical views of the Railroad. These were printed in a beautiful sepia finish and effectively framed, and although our exhibit was not large, it was attractive and creditable.

On the night of July 15 a subscription banquet was held in Baltimore in connection with the exposition. Business men of the city attended in large numbers and listened with deep interest to the exposition of the shipping situation of the United States by such men as Edward C. Plumer and Myer Listner, new members of the United States Shipping Board, and P. H. W. Ross, president of the National Marine League.

It was made clear to everybody that there is a most difficult task facing our Government and our shipping interests in placing our merchant marine on a profitable operating basis, on a basis on which it can compete successfully with the shipping facilities offered by other countries. The note of confidence and optimism was not lacking, however.

The importance of such an exposition to the business interests of the country may be gauged to a degree from the importance which export trade means to the Baltimore and Ohio. Our lines serve the greatest industrial communities of the country, located in 13 different states. Our traffic possibilities in coal alone are enormous. In order to maintain our prosperity the products of these industrial cities and particularly the coal mines, not to mention the great surplus of agricultural products which are raised each year in the country, must be exported.

The Baltimore and Ohio has unequalled advantages for this export business because of the superior facilities offered by the port of Baltimore, its nearness to the industrial centers of the country and to the coal regions,

its freight differentials and the natural advantages of the port, beside the great grain elevators and coal export pier owned by us in Baltimore. A good deal of the future prosperity of our Railroad depends upon how big a

part America is to play in the development of the world's commerce, and it is to bring these facts before the readers of the MAGAZINE that this brief description of the exposition appears here.

Economical Stoker Firing

Fireman E. M. McCuen and Engineer J. J. O'Connor, Chicago Division, Make Good Performance

By W. L. Robinson

Superintendent Locomotive and Fuel Performance

MUCH has been written and said of the possibility of economy in fuel performance with stoker fired locomotives when engineer and fireman bring careful cooperation and skillful, conscientious effort to bear to accomplish this object. The Baltimore and Ohio has over 600 stoker fired freight locomotives in its equipment stock, out of a total of about 2000 locomotives used in freight service. Most of the heavy power is stoker equipped and it is estimated that about 65 per cent. of the coal used in our freight service is stoker fired. This amounts to 2,500,000 tons of coal per year under normal conditions.

\$850,000 in the Balance

Careful observations have led to the conclusion that there is an average difference of at least 10 per cent. in the fuel consumption between a stoker carefully and properly handled and one operated without skillful care. On the Baltimore and Ohio, therefore, there is a margin of \$850,000.00, or more than three quarters of a million dollars in operating expense to be saved or wasted dependent entirely upon whether the interest and skill of our engineers and firemen are

equal to the task of every day co-operation for continuous maximum efficiency in the firing of stoker equipped locomotives.

On the Chicago Division, Fireman E. M. McCuen, running with Engineer J. J. O'Connor, regularly assigned to trains 94 and 97 and running both east and west out of Garrett, Ind., for some time past has been demonstrating what can be done with the stoker. On 15 trips, totaling 2150 miles, the pop was up only three times, two of which were due to the indicator on the steam gauge sticking at 175 pounds. On five round trips the engine never popped. Grates were not shaken at any time on these trips and the engine arrived at the terminals with three to four inches of fire on the grates. Steam pressure was never below 175 pounds nor above 185 pounds, except the three times mentioned above.

Engineer O'Connor estimates that at least four tons of coal and 12 per cent. of water have been saved on each trip as compared with the average performance under similar conditions. This is equivalent to a saving of \$14.00 per round trip in fuel alone. If five hundred Baltimore



Left to right: W. E. Frazier, road foreman of engines, Chicago East Division ; Fireman McCuen, Engineer O'Connor

JERRY ON THE JOB



"Always Save Something from the Wreck"

(Registered U. S. Patent Office)

and Ohio Stoker fireman making ten round trips over their divisions in a month, should, through their efforts and the cooperation of their engineers, make one half as good a reduction in waste of fuel as that indicated above, our Company would benefit in reduced operating expense to the extent of \$35,000 per month or over \$400,000.00 per year.

Individual Pride Will Do the Job

How can this be done? It requires skill, the result of careful effort directed continuously along the right lines. The incentive for the effort must come from the individual pride of the man in doing a good job, and experience in the work will go far toward developing the right methods for the man who learns from his experiences by thinking about them and comparing the results obtained from the various methods he tries.

Every stoker fireman on our railroad can improve his performance to the benefit of his Company and therefore of himself by following the methods such as outlined by the Committee of the Travelling Engineer's Association in 1920, which are quoted below:

"Operation of the stoker is the vital point when discussing same from the standpoint of efficiency and economy. Frequently we are able to get a very creditable performance from a stoker which is not in first class condition mechanically with skillful operation while on the other hand a stoker may be in first class condition and with unskillful operation we are unable to make a good performance.

"In the preparation of fires for the road too much care cannot be taken in order that the stoker has a fire in proper condition on which to start firing. The stoker is only a machine, not an automatic one either, and will do only what it is made to do by human hands; so if the fireman starts it to work without having first put the fire in proper condition the stoker is in no way to blame for a poor performance.

"In the preparation of fires at terminals hand firing only should be used and under no conditions should the stoker be started until the fire has been built up by the use of the shovel. All banks should be leveled off

by using the rake and the fire be allowed to burn through uniformly over the entire grate area before using the stoker.

"Many delays due to having to clean fires on the line of road are caused by no reason other than that the fireman did not get his fire in condition before starting and clinkered fire was the result.

"Light fires are recommended for stoker fired engines but regardless of whether the fires are light or of medium thickness it is necessary that they be burned uniformly over the grates before starting.

"After starting, the fireman should endeavor to starve the conveyor trough with coal whenever this is possible as this will enable him to better observe any foreign matter which might enter the trough with the coal. Practically all firemen have been instructed and are practicing the art of starving the fire while the engine is working, and this method of handling this style of firing has proven entirely satisfactory.

"Firemen should be able to foresee the steam requirements of their engines and handle the stoker in such manner as to maintain an even steam pressure with regular operation of the stoker rather than indulge in running the stoker fast for a few minutes and then closing the throttle and stopping same until the fire has burned through. The latter method of operation is very wasteful of fuel.

"The use of the stoker for replenishing the fire when rolling down grade, standing on passing track or when switching, should

be discouraged as the fireman should avail himself of this opportunity to become acquainted with the condition of his fire.

"Firemen should not speed up the stoker in an attempt to build up certain parts of the fire which have become burned out but should use the shovel for this purpose.

"When any foreign matter gets into the stoker the fireman should try to locate same and remove it rather than try to force the obstruction through the machine, as it is liable to cause damage to various parts in this way.

"Excessive waste of steam from pop valves and black smoke in dense volume from the stack are evidence of improper stoker operation and firemen operating under these conditions should receive the necessary instructions to be able to eliminate same.

"When delivering an engine at the terminal all coal should be allowed to run from the conveyor trough, and slides over same be closed in order that the engine will not be coaled with the slides in the back of the tender open, and the trough become jammed with coal in the operation. The fireman should not wait until the engine is detached from the train and about to reach the cinder pit before closing the slides over the conveyor trough, for in this case he wastes the coal by putting it into the firebox when it is not needed and makes the task of the fire knockers much harder than it would be otherwise."

C. W. Galloway Thirty-Eight Years in the Service of the Baltimore and Ohio

On August 23, C. W. Galloway, vice president Operation and Maintenance, celebrated the thirty-eighth anniversary of his entering the service of the Baltimore and Ohio Railroad.

His first job with the Railroad was as a messenger boy at Camden Station, and since then he has done, or had immediate supervision over, practically every kind of work which the Operating Department offers. Yet the years have been kind to him, indeed, and despite the fact that he is now doing the biggest and hardest work of his whole career, he is the picture of health and a veritable dynamo of energy.

In wishing him many happy returns of the day—with a bigger and better Baltimore and Ohio—the Magazine is but expressing the earnest thought of the whole personnel of the Railroad.

Campaign Against Accidents—Eastern Lines— August 15 to September 15

E. A. Peck, J. M. Scott, R. B. White, General Superintendents:

During the years 1918, 1919 and 1920, our loss by reason of accidents resulting in damage to locomotives, cars, track and structures and cost of wrecking, was as follows:

Eastern Lines

YEAR	LOCOMOTIVES	CARS	TRACK AND STRUCTURES	COST WRECKING	TOTAL
1918	\$113,502	\$531,925	\$236,163	\$241,919	\$1,123,509
1919	97,612	636,857	316,608	277,049	1,328,126
1920	164,663	971,453	309,752	409,712	1,855,580

During the first six months of 1920 our loss from damage to property resulting from accidents was \$520,637, or at the rate of \$1,041,274 per annum.

These figures do not, of course, include the loss resulting from damage to freight, which during the first five months of 1921 amounted to \$121,541, or at the rate of \$291,696 per annum.

From the above it will be noted that our loss directly chargeable to accidents during the period mentioned has averaged approximately \$1,822,836 per annum.

While most remarkable results have been obtained from the efforts of our people, particularly members of the Veteran Employees Association, in securing new business to our rails, it should be borne in mind that the most effective way to reduce our Conducting Transportation Expense is to reduce the number of accidents resulting in damage to equipment and property, for the reason that \$1,000 worth of new business will place in our Treasury but \$200; whereas, \$1,000 saved by avoiding accidents, leaves that amount in our Treasury available for other purposes. In other words, \$1,000 saved by avoiding accidents is equal to \$5,000 worth of new business.

At our conference in my office yesterday it was decided to inaugurate a thoroughly organized campaign for a period of 30 days for the purpose of reducing the number of accidents on Eastern Lines, and with that end in view it was arranged that you would hold staff meetings with your officers tomorrow, Monday, August 8—the campaign to become effective August 15, 1921 and continue to September 15, 1921.

The organization to be arranged on each Division for the purpose of conducting this campaign will be as shown in this table:

General Chairman		Superintendent	
TRANSPORTATION DEPARTMENT		MAINTENANCE OF WAY DEPARTMENT	
Assistant General Chairman.....	Assistant Superintendent.....	Division Engineer.....	Master Mechanic
Captains—	Train Masters..... Division Operator.....	Assistant Division Engineers... General Supervisors..... Signal Supervisor..... Master Carpenter.....	Road Foremen of Engines General Car Foremen General Foremen
Lieutenants—	Assistant Train Masters..... General Yard Masters..... Assistant General Yard Masters Yard Masters.....	Supervisors..... General Foremen..... Section Foremen.....	Round House Foremen Gang Foremen Shop Foremen Car Foremen

Each captain and lieutenant may form such sub-committees as may seem desirable.

All General Superintendents' Districts, as well as the Divisions on each District are to be on a competitive basis.

In order that there may be a friendly spirit of rivalry in this campaign the following is suggested:

Baltimore Terminal	versus	Pittsburgh Terminal
Keyser Yard	versus	Holloway Yard
Grafton Yard	versus	Connellsville Yard
Parkersburg Yard	versus	East Side Yard
Fairmont Yard	versus	Cumberland Yard
Wilmers Yard	versus	Benwood Yard
Washington Yard	versus	Demmler Yard
		(Glenwood Yard
Brunswick Yard	versus	Holloway Yard
		Keyser Yard

At the conclusion of this campaign the rating of each District and Division will be based on the percentage of improvement that has been effected during the 30-day period, as compared with the operations which were obtained during the first six months of 1921, as follows:

1. Districts and Divisions; damage to locomotives, cars, track and structures and cost of wrecking per 1,000 gross ton miles.

2. Yards; damage to locomotives, cars, track and structures and cost of wrecking per 100 new cars handled.

Immediately following your meeting tomorrow, superintendents, train masters and division engineers should

arrange to hold meetings in each terminal with the yard, road and maintenance forces, outlining in detail the object of the campaign, and perfect divisional and local organizations.

It is suggested that meetings be held weekly in each terminal on each Division by the division superintendent or the train masters, soliciting their continued cooperation in this direction and keeping them advised of the results which are obtained.

It should also be arranged to have the division superintendent forward daily to the general superintendent (with a copy to the general manager), a report showing the number of accidents which have occurred on line of road and in each yard, together with damage to locomotives, cars, track and structures and cost of wrecking. This information should be shown separately for the road and each yard.

At the end of each week I will have prepared in my office a statement showing the standing of each District, Division and each yard mentioned above.

The general superintendents should cooperate closely with the Division staff officers during this campaign, bearing in mind that while the primary object to be obtained is a reduction in our Conducting Transportation Expenses, the net result, viz.: fewer accidents, reduction in amount of damage to freight, less delay, more regular service and satisfied patrons, cannot be measured in dollars and cents, but will be reflected in all the features of our operations.

Every Dollar Saved by Accident Prevention Means a Whole Dollar Put Back into Property and Pay Roll.

(Signed) E. W. SCHEER,
General Manager, Eastern Lines

August 13 Brings Total Business Secured by Employees to Seventeen Hundred Carloads

THE Business-Getting campaign among the employees of the Baltimore and Ohio has given us a good deal of favorable publicity in outside quarters. Our officers have received a number of letters from prominent men, congratulating the Railroad upon having started this interesting development of employee cooperation with the Management.

The June 7 issue of *Printer's Ink*, the standard advertising publication of the United States, contained quite an extensive article on the subject of employees helping employers in securing business. It was based almost entirely upon the series of articles which have appeared in our MAGAZINE, and quoted freely from them.

This is another illustration of the value redounding to the Baltimore and Ohio through the by-products of the campaign. Every favorable mention which we get from newspapers and magazines means that more people will be persuaded to use our service.

The enterprise which has been so largely responsible for the remarkable industrial and commercial growth of the United States, and of which our business drive is a good example, is a matter of surprise and keen admiration of business men from foreign countries. As an illustration of this the following is offered, a part of an address of a London business man on a visit to the United States, submitted to the MAGAZINE by G. W. Squiggins, general passenger agent, Cincinnati:

"I am always impressed when I visit the United States, with the spirit of effort on the part of everyone engaged in the distributing business in America. It always seems to me to be diametrically opposed to that old and ridiculous adage: 'What was good enough for my grandfather is good enough for me.'

"Nothing in America is good enough if it can be made better. The whole spirit of business seems to be conducted and is in fact conducted on the principle of doing things better.

"In America competition is extremely severe in every part of the country. A man goes to his business in the morning knowing that he will have a difficult game to play during the

day and knowing that the other fellow will try to beat him at the game called 'business' just as he would try to beat him at lawn tennis or golf. Therefore, in business in America, one must be up and at it—on one's toes, as they say over there—all the time.

"For example, the buyer of a distributing house must consider every fresh novelty—he must learn to say 'Yes' rather than 'No.' He must be indifferent to what has been and, instead, consider what should be. In other words, he must take advantage of every opportunity to make the portion of the business he controls better and stronger."

In commercial parlance we don't think of the railroad as a distributing house, but as a matter of fact the

railroad is the biggest distributing factor in the commercial world. And although we may rightly feel that our passenger and freight service is as good as any railroad is now offering, we must constantly remember that we are up against stiff competition and we should always be on our toes to discover new methods of handling our business better, more economically, and more to the satisfaction of the traveler and the shipper.

The following short stories are printed, not alone to give credit to a few employees who have done especially meritorious work in the business drive, but also to suggest how they are truly exemplifying the spirit of American enterprise by seeking to strengthen their Company's resources, in getting traffic for our lines and proving to shippers and passengers that we have the service.

Illinois Division Nominates General Yardmaster Davis as Their Premier Baltimore and Ohio Solicitor

A NEW slant was given our employees' solicitation campaign during the latter part of June by General Yardmaster Davis, of Washington, Ind. He attended a meeting of the City Council, who were considering bids for the coal supply for the year for the operation of the municipal light and power plant. Two bids were received, one from a mine located on the Baltimore and Ohio and another from a mine located on another railroad. When the bids were opened the prices were found to be the same.

The City Council were about to give the contract to the mine located on the line of another railroad when Mr. Davis asked permission to speak. It was granted, and he set forth so concisely and clearly the logical reasons why the business should be given to the mine located on the Baltimore and Ohio that he secured the tonnage for us.

His argument was that the Baltimore and Ohio has a heavy payroll at Washington; that many of the miners employed in the mine located on the Baltimore and Ohio live in Washington and patronize the dealers there;

that the Baltimore and Ohio has been a good neighbor to the people of Washington by running special trains to accommodate them, loaning them emergency supplies of coal and preventing the shutting down of their municipal light and power plant, and giving them engine cinders for road building, etc. He concluded his argument by saying that if the business went to the mine on another railroad, the Baltimore and Ohio would get a revenue of only about \$3.00 per car for switching service, whereas, if it went to the mine located on the Baltimore and Ohio, we would get a revenue per car of about \$27.50. His logic won out, and as a result approximately four cars a week will move from the mine to Washington during the next year, with a total revenue to our Road of about \$5,720.

Hearty congratulations to General Yardmaster Davis! His example will be an inspiration to his fellow employees of the Illinois Division as well as suggesting another unusual way in which Baltimore and Ohio employees can help the Railroad increase its revenue.

B. R. C. Office Committee, Freight Claim Department, Pledges Support In Business Campaign

ONE of the most convincing illustrations of how the effort of the Management to secure the interest of our employes in getting business for the Company, has succeeded, is offered in the following letter:

EDITOR, BALTIMORE AND OHIO MAGAZINE,
Mt. Royal Station,
Baltimore, Md.

Dear Sir—Upon the suggestion and with the encouragement of Mr. Glessner, our general freight claim agent, every officer and employe of this department has become a solicitor of freight and passenger traffic, and is issuing the cards of the Baltimore and Ohio Veterans Association. The mutual trust and confidence existing between Mr. Glessner and the office force impel willingness to live up to his expectations, and that is what makes our office a smooth running and highly efficient organization. We'll back our department against any other.

We have always, undoubtedly, been solicitous of the Company's welfare in a degree, but, boys, what we do in a merely receptive mood, isn't a circumstance to what we can do in an active mood. We're calling on our membership to bring all the other crafts into line. We cover a wide field and come in contact with the Company's patrons at many points, and are a source of great potential revenue to the Company. What we do for the Company we'll be doing for ourselves. We of the Freight Claim Department can promise prospective patrons excellent service in general, and prompt and efficient handling of their freight claims in particular. You of other departments can offer excellent service in general and something particular in your own line. And we can individually and collectively strive to make that service as nearly perfect as it is possible for anything with the human element in it to be.

The head of your department or your division superintendent can procure cards for you from Harry O. Hartzell, manager Commercial Development, Baltimore, Md. Remember that those of us who are not yet Veterans, will be; and falling in line now with the good old Baltimore and Ohio Vets will make us better Veterans when the time comes. It is a little late in life to begin to develop *esprit de corps* after we become Veterans—we can better develop their splendid loyalty now.

Let us think of President Willard as the friend we know he is, and make the Baltimore and Ohio an example of 100 per cent. loyalty, efficiency and cooperation.

Yours truly,

(Signed)

R. P. HENNESSY,
J. H. KOEHNLEIN,
S. C. SPARROW.

Freight Claim Department,
Office Committee, B. R. C.

In the name of the Railroad we thank the employes represented by this committee for their fine spirit and interest. Such a letter will be treasured by the Management as an unusually convincing illustration that our employes feel it is trying to do the square thing by them, and that they

in turn are glad to reciprocate.

We have no doubt also that Mr. Glessner and his staff are proud of this letter and the support which it suggests—convincing proof that the employes of the Freight Claim Department are an unusually happy section of a happy railroad family.

Glad He Took Picturesque Route

William C. Cox, President of the Pittsburgh Veterans, sent us an interesting letter from a recent passenger

RETURNS OF FREIGHT SOLICITATION CARDS BY BALTIMORE AND OHIO VETERANS AND OTHER EMPLOYES, FOUR WEEKS ENDING JULY 30

VETERAN.	COMMODITY.	QUANTITY.	MOVEMENT.
James L. Montgomery, Toledo, Ohio.	Plate Glass....	1 carload..	Kane, Pa., to Detroit, Mich.
James L. Montgomery.....	Plate Glass....	1 carload..	Butler, Pa., to Detroit, Mich.
James L. Montgomery.....	Plate Glass....	1 carload..	Butler, Pa., to Detroit, Mich.
James L. Montgomery.....	Plate Glass....	1 carload..	Kane, Pa., to Detroit, Mich.
P. J. Harrigan and J. Wardly, Connellsville, Pa.	Machinery.....	1 carload..	Connellsville, Pa., to Eagle Pass, Texas, for export to Mexico.
P. J. Harrigan and J. Wardly....	Coal.....	1 carload..	Suter, Pa., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Steel.....	2 carloads.	Youngstown, Ohio, to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Concrete Forms	1 carload..	Binghamton, N. Y., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Stone.....	12 carloads	Casparis, Pa., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Sand.....	12 carloads	Allegheny, Pa., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Cement.....	6 carloads.	Bessemer, Pa., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Stone.....	4 carloads.	Keyser, W. Va., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Brick.....	1 carload..	Volcano, Pa., to Power, Pa. (near Connellsville).
P. J. Harrigan and J. Wardly....	Brick.....	1 carload..	Volcano, Pa., to Friendsville, Md.
P. J. Harrigan and J. Wardly....	Flour.....	1 carload..	St. Paul, Minn., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Flour.....	1 carload..	St. Paul, Minn., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Flour.....	2 carloads.	St. Paul, Minn., to Connellsville, Pa.
P. J. Harrigan and J. Wardly....	Flour.....	1 carload..	Minneapolis, Minn., to Connellsville, Pa.
F. W. Melis, export clerk, Locust Point, Baltimore, Md.	.....	1 carload..	Chicago, Ill., to Baltimore for export.
H. O. Hartzell, Baltimore, Md.	Bottles and Boxes.....	2 carloads.	Huntington, W. Va., to Baltimore, Md.
W. R. MacCallum, Baltimore, Md.	Stone.....	3 carloads.	Bedford, Ind., to Baltimore, Md.
W. R. MacCallum.....	Stone.....	5 carloads.	Woodstock, Md., to Baltimore, Md.
James H. Getty, Cincinnati, Ohio.	Postum Products....	38 carloads	Battle Creek, Mich., to various points.
Jacob Sands, Cincinnati, Ohio.	Pitch.....	4 carloads.	Ivorydale, Ohio, to various points.
Jacob Sands.....	Pitch.....	4 carloads.	Ivorydale, Ohio, to various points.
Jacob Sands.....	Pitch.....	4 carloads.	Ivorydale, Ohio, to various points.
Jacob Sands.....	Pitch.....	4 carloads.	Ivorydale, Ohio, to various points.
Jacob Sands.....	Pitch.....	3 carloads.	Ivorydale, Ohio, to various points.

on the Baltimore and Ohio to William H. Ott, operator at Pittsburgh, who had persuaded the passenger that Baltimore and Ohio means "Best and Only." The letter follows:

In accordance with your recent request, on May 13 I used the Baltimore and Ohio from Akron, Ohio, to Martinsburg, W. Va. I had my wife and son, three full fare tickets. Took your suggestion of going to Martinsburg and motoring to the Endless Caverns at New Market instead of using other railroads. All trains were on time and the service was good, especially in dining car. I used No. 8 going and No. 7 coming back from Martinsburg to Akron.

(Signed)

G. H. CUMDEN

Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other Employees, Four Weeks Ending July 30—Concluded

VETERAN	COMMODITY	QUANTITY	MOVEMENT
Jacob Sands.....	Plastic Lumber.	3 carloads.	to various points. Ivorydale, Ohio,
Jacob Sands.....	Plastic Lumber.	4 carloads.	to various points. Ivorydale, Ohio,
Jacob Sands.....	Plastic Lumber.	4 carloads.	to various points. Ivorydale, Ohio,
Jacob Sands.....	Plastic Lumber.	4 carloads.	to various points. Ivorydale, Ohio,
Jacob Sands.....	Saponifier.....	1 carload..	to various points. St. Bernard, Ohio,
W. H. Backer, Cincinnati, Ohio.	Hay.....	8 carloads.	to Port Ivory, N. Y. Cincinnati, Ohio,
J. J. O'Donnell, Cincinnati, Ohio.	Plastic Lumber.	4 carloads.	to Atlanta, Ga. Ivorydale, Ohio,
J. J. O'Donnell.....	Paper.....	4 carloads.	to various points. Whippany, N. J.,
J. J. O'Donnell.....	Plastic Lumber.	3 carloads.	to Ivorydale, Ohio. Ivorydale, Ohio,
R. B. Fitzpatrick, trainmaster, Cincinnati, Ohio.	Watermelons...	1 carload..	to various points. Georgia via Cincinnati,
R. B. Fitzpatrick.....	Watermelons...	1 carload..	to Detroit, Mich. Georgia via Cincinnati,
F. W. Melis, ex-clerk, Baltimore, Md.	.....	3 carloads.	to Alma, Mich. Ambler, Pa., to Baltimore
John Doyle, Newark, Ohio.	Brick.....	1 carload..	for export to Havana. Shawnee, Ohio,
John Doyle.....	Brick.....	1 carload..	to Haward, Ill. Shawnee, Ohio,
Frank Stafford, 1609 W. Mulberry St., Baltimore, Md.	Fertilizer.....	1 carload..	to Irvington, N. J. Baltimore, Md.,
Frank Stafford.....	Fertilizer.....	3 carloads.	to Sykesville, Md. Baltimore, Md.,
			to Wingham, Canada.

RETURNS OF PASSENGER SOLICITATION CARDS BY BALTIMORE AND OHIO VETERANS AND OTHER EMPLOYEES, FOUR WEEKS ENDING AUGUST 1

VETERAN	PASSENGER	MOVEMENT
J. W. Wenrick, 126 Walnut St., Cumberland, Md.	Clyde Valentine and 40 others, Cumberland, Md.	Cumberland, Md., to Little Orleans.
F. W. Melis, 414 E. 31st St., Baltimore, Md.	Mr. Shapiro, Baltimore, Md.	Baltimore, Md., to Atlantic City, N. J.
Clayton S. Keys, care of general freight claim agent, Baltimore, Md.	G. J. Bonadaile, Adrian, Mich.	Washington, D. C., to Toledo, Ohio.
H. S. Culbertson, conductor, Baltimore, Md.	J. S. Barnard, Washington, D. C.	Cumberland, Md., to Washington, D. C.
S. C. Sparrow, care of general freight claim agent, Baltimore, Md.	Andreas Dorsch, Hamburg, Germany.	Baltimore, Md., to New York City.
L. D. Davis, 480 McPherson Ave., Lima, Ohio.	Helen Andrews, Lima, Ohio.	Lima, Ohio, to Baltimore and return.
Walter Rosensteel, Annex, Baltimore, Md.	Mrs. F. P. Rosensteel, Baltimore, Md.	Baltimore, Md., to New York City.
W. G. Rosensteel, Annex, Baltimore, Md.	Gertrude Farrell, Oak Bluff, Mass.	Baltimore, Md., to New York City.
Miss Janie Werthmiller, Cincinnati, Ohio.	F. C. Kamerer, Cincinnati, Ohio.	Cincinnati, Ohio, to Toledo and return.

Agent P. Colligan at Allegheny Goes after the Big Ones—and Gets Them

DURING the month of June, Agent P. Colligan at Allegheny, Pa., secured through his personal solicitation competitive tonnage for the Baltimore and Ohio which had a money value to the Railroad of \$11,643.94. This was all inbound business—we have no idea how much other freight Mr. Colligan was responsible for bringing to our rails. We do know, however, that he has also been active in passenger solicitation. He recently sold three tickets to a gentleman in Pittsburgh for his family, Pittsburgh to New

York and return, a revenue to our Passenger Department of \$102.36. How much this passenger and his family appreciated the interest shown by Mr. Colligan in sending them over the Baltimore and Ohio, is indicated by the following letter:

BROOKLYN N. Y. July 13, 1921

My Dear Mr. Colligan—My daughter, niece and I have just made a trip to New York City over the Baltimore and Ohio Railroad. We left Pittsburgh July 2 on the 10.45 p. m. train and arrived in New York City, July 3, at 1.15 p. m.—exactly on time.

It was impossible for us to get a Pullman so we had to ride on a day coach. We found the coaches to be very comfortable and enjoyed a very good night's rest considering the circumstances. We enjoyed the trip immensely.

We intend to return to Pittsburgh via the Baltimore and Ohio Railroad and hope to enjoy the trip as much as we did before.

Our motto is to travel on the Baltimore and Ohio Railroad whenever possible.

Wishing you prosperity and success in the future, I remain,

Yours very truly,

(Signed) R. E. BEHM

The underground wires recently brought us another interesting bit of information concerning Mr. Colligan. It seems that he is a member not only of the Pittsburgh Veterans Association but also of the Association on the New Castle Division, on which he was formerly employed and where he knows many of our employees. And the story has it that in several communications sent by him to them, he has taken opportunity to point with considerable pride to the record which he has made in business solicitation and to ask them if they will not go and do likewise.

Trainmaster Fitzpatrick Commended.

ALTHOUGH we have had few specific illustrations of competitive business having been secured by our officers, we know that many of them have been doing their bit in the solicitation campaign. Only a week ago a staff officer in the Operating Department told the writer of a half dozen passengers he secured for the Baltimore and Ohio from Baltimore to New York and return, when they expected to use a competing line.

Now comes the following letter to H. O. Hartzell, manager, Commercial

Development Department, commending the interest taken in the campaign by Trainmaster R. B. Fitzpatrick:

My dear Mr. Hartzell—During the recent campaign among the members of the Veterans' Association, several of our Operating officers in Cincinnati have been more than active in their cooperation with us in securing new business, this being especially true of R. B. Fitzpatrick, trainmaster, having

jurisdiction over the Toledo Division side of the Cincinnati Terminal Division.

Mr. Fitzpatrick was recently instrumental in securing two cars of watermelons which originated in Georgia and which were routed by one of our competitors from Cincinnati, S. A. L. 20077, melons for Detroit, and A. C. L. 22930, melons for Alma, Mich.

Yours very truly,

(Signed) F. Z. STURTEVANT,
District Freight Agent

Unique Advertising Idea for Railroad Put Over by Ticket Clerk Harry B. Kight

ONE of the best correspondents that the MAGAZINE has ever had is Harry B. Kight, ticket clerk at Keyser for a number of years, but for the summer months of 1921 agent at Deer Park. Kight is one of our many employes on the Railroad who do their work well, and one of that rarer contingent, who, having done this, look around for new fields to conquer. To illustrate:

When Dr. Grusendorf, proprietor of the Keyser Pharmacy, in conversation with Mr. Kight, informed him that he was receiving a new shipment of Eastman Kodaks, and that he anticipated having a window display of them, Kight suggested that he be allowed to advertise our railroad in connection with the Kodak display.

This was agreed to, and when, in a few days the Kodaks arrived, the window was trimmed. The trademarks of a number of railroads were cut out of the different timetables and other advertising matter, and were pasted on the window. Beautiful booklets, schedules, etc., were used and placed in the window among the

kodaks by Dr. Glover, of the Keyser Pharmacy; and with the "ad" to "Take a Kodak with you on your vacation," and the literature of the railroads suggesting where to go, the window attracted much attention and favorable comment. Mr. Kight did not forget the MAGAZINE in the display, copies of the first and last issues being featured.

While this display may not have been the means of directly getting a large amount of new business for us, it certainly helped stimulate vacation travel. It showed the public that our Keyser employes are on the job, and are always at their service.

We appreciate very much the use of the Drug store window, and extend thanks to Dr. Grusendorf for its use and to Dr. Glover for his part in trimming the window. In addition to the use of the window we were allowed to use a table in the drug store, to display timetables, booklets, etc.

Mr. Kight has it in mind to try to get similar publicity for the Railroad at the county fairs in his vicinity



O. K. Quivey, General Agricultural Agent

during the coming autumn. Such displays cannot help but give a good deal of favorable publicity to the Railroad and we commend Mr. Kight's work and hope to see illustrations of similar initiative on the part of our agents elsewhere.

96.8 Per Cent Perfect On Time Arrival

The Baltimore and Ohio's four through trains from the East to Chicago arrived at destination on time 96.8 per cent. during the month of July.

The four trains covered a total mileage of 115,726 miles. Each train was late on one day, the delays being as follows:

July 31, No. 15—25 minutes late,
July 29, No. 5—20 minutes late,
July 11, No. 7—30 minutes late,
July 15, No. 9—25 minutes late,
a total delay for the four trains of only 100 minutes.

Passenger Revenues Increased by Conductor John Stewart

Following is copy of letter written to Passenger Conductor John Stewart of the Ohio Division by Superintendent Brown, under date of June 3:

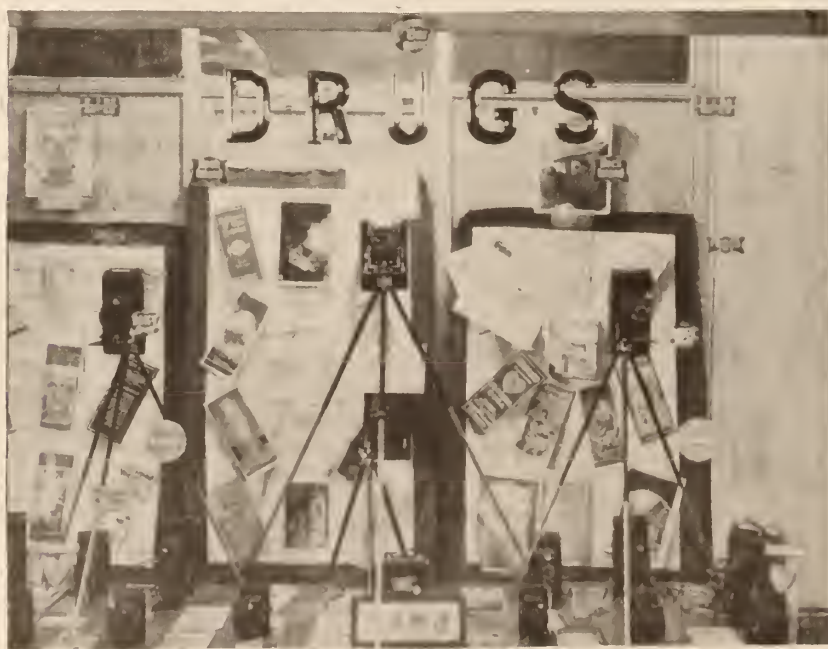
My Dear Mr. Stewart—I have just learned that through your personal efforts, two passengers for Philadelphia, six for New York and two for Louisville were routed over the Baltimore and Ohio, when it was the intention of these people to travel over other lines.

I wish to congratulate you on your good work. So long as the Baltimore and Ohio has employes in its service who perform work of this kind, there is no road in the country that can compare with it or make any better showing."

Very truly yours,

(Signed) R. W. BROWN,

Superintendent



Keyser Pharmacy Window a Lure to Vacationists

O. K. Quivey Appointed General Agricultural Agent

On July 15, H. O. Hartzell, manager, Commercial Development, announced the appointment of O. K. Quivey as general agricultural agent, Baltimore and Ohio Railroad. Mr. Quivey was formerly chief of our Agricultural Bureau and will put into execution the program begun by the Road in 1916 and interrupted by the war.

Mr. Quivey will be especially interested in making the facilities of the Baltimore and Ohio available in the maximum degree for the farming interests in the counties on our lines. We want our service in their behalf to be such that their operations will not only be more pleasant and profitable, but we want to make every farmer near our lines feel that his best neighbor is the Baltimore and Ohio Railroad.

Mr. Quivey has had years of experience in agricultural work and is a graduate of Purdue University, Indiana State Agricultural College. His headquarters are Baltimore and Ohio Building, Baltimore, Md.

The Baltimore and Ohio General Office Baseball League to August 13

Auspices Welfare Department

	Won	Lost	Percent.
Car Service Department..10	4		.714
Riverside.....10	4		.714
Auditor Freight Claims... 9	5		.643
Transportation Departm't 8	7		.533
Auditor Pass'ger Receipts. 6	6		.500
Valuation Department.... 5	10		.333
Engineering Department. 4	9		.309
Auditor of Disbursements 4	11		.267

Important Articles on the Railroad Situation

William J. Cunningham, James J. Hill professor of Transportation at Harvard University, is writing a series of articles on the railroad problem for the *New York Evening Post*. Professor Cunningham is a man of undisputed authority in this field, yet one entirely free from any bias. One of the articles recently appearing was on the financial prospects of the Baltimore and Ohio for the next year.

Readers of the MAGAZINE who wish to see these articles can secure information from the *New York Evening Post* as to their subscription rate.

President Samuel Rea Has Been with the Pennsylvania Railroad for Fifty Years

On July 17, Samuel Rea, president of the Pennsylvania, completed 50 years service with that company, and the Baltimore and Ohio Magazine congratulates him on his long, successful and useful railroad career.

Contrary to some published reports, Mr. Rea was never directly connected with the Baltimore and Ohio, this impression having gained credence because in 1889 he became chief engineer of the Baltimore Belt Railroad, which he located and put under construction for the Baltimore and Ohio. Mr. Rea resigned from this position, however, shortly before construction work actually started.

Mr. Rea is a notable example of the many self made men who are in executive positions on American railroads. In its comment on his career, the *Altoona Mirror* said:

"Mr. Rea's life is an example for other ambitious boys to emulate. . . . He was a good deal like the average boy. He enjoyed playing tricks on the teachers and on the other scholars as well.

"But when he got his first job on the Pennsylvania Railroad, he began to take life seriously.

"He applied himself with intelligence and energy to his tasks.

"HE STUDIED HIS JOB AND MADE THE MOST OF HIS OPPORTUNITIES. WHEN PROMOTION CAME, HE WAS READY FOR IT."



Samuel Rea, President, Pennsylvania Railroad



1.—Employees who have bought or are buying homes through the Relief Department: left to right; G. D. Barron, J. M. Smith, H. A. Von Moose, D. Blough.
 2.—Dispatcher John W. Ryan. 3.—Home of Agent W. G. Carter, Mr. and Mrs. Carter on the porch. 4.—Engineer M. W. Webreck and son on porch of their home. 5.—Yard Master J. E. Dice and another employe on the foundation of former's home, now building. 6.—Home of Hostler B. B. Brant.
 7.—Home of Engineer J. M. Smith. 8.—Yard Master J. E. Dice and Agent W. G. Carter

Somerset Has Become a City of Employe Home-Builders

While Others Talk, They Are Acting—Their Enterprise an Outstanding Example of Helping the Country to Prosperity

NO LESS an authority than Herbert Hoover, Secretary of Commerce, has recently stated that there is a shortage of over a million houses in the United States. The cause, as almost everybody knows, was the practical cessation of house building during the war, because of shortage of material and labor and high prices. The result is that almost every community throughout the country has its housing problem. Rents and costs of houses and apartments are still high, and housing facilities are so restricted as to make living—in some places at least—inimical to health and happiness.

Numerous methods have been adopted by different states and cities to relieve this shortage. Housing commissions have been appointed, agreements have been entered into among such interested factors as the contractors, the supply men, labor and those building properties; the old idea—familiar in the West some years ago—of the people of communities getting together and putting up a house or barn for one of their number, has been resurrected and put into use in the emergency. Yet we doubt if a better or more resultful plan has been developed than that started by some of our Baltimore and Ohio men at Somerset, Pa.

The idea came largely as the result of the desire of J. E. Dice, yardmaster at Somerset, to build a new home for himself and family last spring. At least, he has been one of the leading factors in working out this big idea, so we'll get him to tell the story:

"When I talked the idea over with some of my friends, most of them said that I was crazy, that building and labor costs were so high that I would never get back the value of my investment. This set me to thinking and to talking with some of our Railroad people here, among them our agent, W. G. Carter, and our assistant superintendent, S. C. Wolfersberger, whom most of us railroaders in Somerset know as "Sam."

"We knew of several Baltimore and Ohio men who had the same home

building idea that I did, and both Mr. Wolfersberger, who has been an active and interested supporter of this building boom, and Mr. Carter, thought that we could accomplish what looked like the impossible by teaming up our friends and building our homes on a sort of cooperative plan.

"Of course, it wasn't easy sailing, for labor and material costs were still high. But we knew that we could get the backing, the advice and the financial aid of our Relief Department and that was a big factor in giving us courage. We first went around quietly among our own boys, found out which ones were interested in building homes, told them of our plan for teamwork and our hope of cutting down costs through buying material in carload and greater lots and generally in starting a building boom. Then, after lining up all the interested men we had a meeting along about the first of April at which Conductor Martin R. Bauman was elected president and the name of the Somerset Home Builders' Club given to the organization. They made me secretary and Conductor L. M. Shaffer was given the job of securing prices on materials. There were 32 men present who said they wanted to build homes and a further solicitation of our Railroaders indicated that there was about \$100,000 in sight for home building purposes.

"The next thing was to look around to see what we could do with the supply people and the contractors in the way of prices. Here our first fears were realized, for the quotations of our local people were high, although in keeping with conditions which then obtained all over the country. So we decided that in justice to our enterprise we would look around further, and we outlined our plan to supply men and contractors in nearby centers of population, with the result that we got quotations which were more favorable. This set our local people to thinking and the upshot of it was that as we wanted to patronize our neighbors, we finally decided that we would purchase our materials through the Somerset Door and Column Company, in which some of our local Baltimore and Ohio people are interested. They made us a good proposition by offering to buy all our building materials for us and to sell them to us at a reasonable profit, the understanding being that we were to pay cash for what we got. Their example was followed by other local factors in the building line who made similar advantageous offers.

"By this time our local Chamber of Commerce, of which, by the way, we are very proud, had gotten wind of our project and had decided to extend its possibilities to the citizens of the whole community. As a result, all of Somerset got the building spirit and there has now been completed, is in process of building or in sight, \$800,000 worth of new homes in this city of about 5,000 people.

"One of the principal savings that has been made is the result of buying in big quantities, in carload lots, and the building boom has already caused to be moved over the Baltimore and Ohio over 200 carloads of building material since it started. Many of these carloads have come from points as far distant as St. Louis over our lines and the revenues have been considerable.

Some Employes Now Building Homes in Somerset

J. E. Dice, Yardmaster.....	\$6,500.00
John Ryan, Train Dispatch'r	6,000.00
M. R. Bauman, Conductor..	6,000.00
L. M. Shaffer, Conductor...	6,000.00
Wiley Ringler, Car Inspect'r	4,500.00
Harry Shaffer, Conductor...	5,000.00
Charles Smith, Engineer...	5,300.00
H. Leydig, Engineer.....	5,000.00
W. S. Kurtz, Engineer.....	5,000.00
Harry Blades, Engineer....	5,000.00
Robert Brandt, Machinist...	5,000.00

NOTE: These prices are exclusive of the cost of land.



Homes of (1) Engineer W. E. Alexander; (2) Conductor Harry Shaffer; (3) Brakeman L. M. Shaffer; (4) Dispatcher John W. Ryan; (5) Conductor M. R. Bauman; (6) Fire Inspector W. O. Ringler. In (7) we see our beautiful Somerset station with, from right to left, W. G. Carter, agent; J. C. Lafferty, baggageman; O. M. Beeghley, clerk; William Bailey, janitor, who has been in the service 32 years and is known to have one of the cleanest stations on the System

What the Building Boom Has Done

1. Built or is building upwards of a dozen homes for Baltimore and Ohio employes in Somerset, the completed value of which will be nearly \$100,000.

2. Started a building boom in the community as a whole, the total value of which when completed will reach about \$800,000.

3. Started a "paint-up" campaign which has eliminated practically every shabby-looking house in this beautiful town.

4. Given employment to every Somerset man who wants a job. Placed skilled workers of the building trades, who had been working in the mines, back at their original vocations at better wages. Eliminated the labor problem in and around Somerset.

5. Been a strong factor in developing the already splendid civic spirit of Somerset.

6. Reduced material and labor costs through cooperative buying and building.

7. Stimulated business generally and already brought to the Baltimore and Ohio a large movement of building materials, thus increasing the Railroad's revenue.

"In fact, the Railroad has been getting quite a good return as a reward for the interest which it has taken in our enterprise. I have already mentioned "Sam" Wolfersberger, who has been our most enthusiastic backer and also has done everything possible to see that our material has reached us in good time. I have also spoken of the Relief Department, which sent its building inspectors out here to advise with us. A couple of months ago the assistant superintendent of the Relief Department, W. M. Kennedy, paid us a visit and was carried away with the enterprise shown and the possibilities of the plan.

"We have also gotten splendid co-operation from all our local people. We have some of the best carpenters and other artisans in the building trade right here in Somerset, and we have been keeping them busy. If you will look around the town and see how spick and span even the old houses look, you will also see another result of the boom in the "paint-up" campaign which came as a natural result of our getting busy in building.

"There are 40 homes now in course of completion in our little community. We are a prosperous and happy people. Our men are all employed

and we have done our bit to help along the revival of business which the country as a whole needs so badly. Furthermore, we have helped kill the boomer spirit which is always quite a factor in the railroad organization in our community."

I suggested to Mr. Dice as I was leaving him that he would make a splendid man to send around the Railroad to encourage our employes in other communities similar to Somerset to start building booms.

"That is just what I would like to see done by the Company," he asserted. "There are other towns, Baltimore and Ohio Railroad towns, on our lines, which need homes quite as much as—and some of them probably more than—Somerset. And I don't know anything which would promote so much happiness and contentment and prosperity among our people as a similar plan adopted by the Baltimore and Ohio men in these communities."

The situation at Somerset is not peculiar. Similar conditions obtain in other Baltimore and Ohio cities and towns. Somerset has set the example and it ought to be easy for other places like it to follow.

The Baltimore and Ohio Relief Department will be glad to hear from any employe or group of employes on the Railroad who think that such a building boom would be feasible in their community at this time. It is willing to help to the limit, with advice, planning and money. During the building campaign in Somerset, either D. J. Shivers or J. R. Graham,

building inspectors, has visited the city at least once a week to help keep things moving.

It is not only in terminal cities that the Railroad wishes to encourage the building of homes by employes, but in all the communities along our lines.

My visit to this beautiful town in the Alleghenies was but a brief one. Yet during it I got tangible evidence of what American citizens can do to help themselves, their communities and the country as a whole. And it made me feel that I would like to pitch in and help. Agent W. G. Carter had been good enough to pilot me through the community to get the photographs of the homes in process of building which accompany this article. As I was saying a hurried "good-bye" to him to catch my train, he slipped into my hand a little booklet issued by the Chamber of Commerce at Somerset. The story it contains is eloquent of the civic spirit and progressiveness of the residents of Somerset. Yet I fancy that nothing in the history of the town has been of more tangible value in the building of good citizenship than this building boom started by our own Baltimore and Ohio men.

As I was turning the corner leading to the pike which runs down to Rockwood and our main line, the jitney driver said to me:

"This is where Somerset Borough starts."

Sure enough, up on a tree was a sign, "Somerset Borough—Live and Let Live." And Somerset and its people know how to do this in earnest.

Other Industries Should Not Profit at Railroads' Expense

By Henry Haslitt, in the New York Mail

There is an idea abroad, which grows and flowers under each new sprinkle of precedent, that the railroad industry has duties and that all other industries have rights. Upon an investigation of railroad rates on live stock, it was recently discovered that the rates were "not unreasonable from a purely transportation standpoint," but, apparently, with the present depressed condition of the live stock industry, they were too high from an "economic standpoint." This high-sounding distinction meant, in plain language, that the live stock industry ought to be helped, and that it ought to be helped at the expense of the railroad industry, already suffering under deficits.

If this precedent were established, it would lead to agitation on the part of one industry after another that freight rates should be reduced, regardless of costs of transportation, in order that the particular industry agitating could be "set on its feet." If the prosperity of the live stock industry is necessary to general prosperity, so, certainly, is that of the railroads.



"Why, man, she's a cross between an angel and something better."

By New Methods

By Frank Kavanaugh

FOR three years Osborne had endured the monotony of the Minden Branch uncomplainingly. Each evening he made up his train at the Junction and hitched it to a squat little "hog," which trundled the drag slowly up through the desolate mountains to Minden Mines. There he spotted the cars at the various loading spurs, after having pulled the loads therefrom. By that time it was midnight. He ate his lunch with the rest of the crew and a crowd of third-shift miners at the mine "cafe" and then finished switching, got his waybills from the mine office and helped the hog-head let the train down to the main line junction again. By that time he counted it a day's work and went to bed. A gasoline-propelled car carried what passengers and mail there happened to be over the branch during the daylight hours, when people traveled. Osborne's train hadn't a thing to do but switch six or eight mines and get the cars down to the main line before the "hog law" caught him. It was a pleasant and mole-like life, and he learned to know every mine tippie in the dark, although he probably would have been lost had he landed at Minden Mines in the glaring light of the sun.

One evening he walked from the spur to the main line stations for his waybills. It was part of his schedule to do this while the brakemen were carefully examining the drag, for a faulty car on the curves of the branch meant a derailment, if not something worse. This evening he pushed open the door of the inner office of the little station and walked over through the semi-darkness to where the agent-operator was bent over the telegraph desk, under the light cast by a single oil lamp. He waited until the operator looked up.

"Let's check 'em," he said, "so's I can leave town."

"You'll have a passenger up tonight, Os," the operator said. "She's down at the boarding house now. Came in on Number 8."

"She?" Osborne echoed. "I'm running no passenger train. Let her wait till tomorrow."

"She's got a real good pass with the old man's 'sig' at the bottom and she said she was going up tonight. It's good on 'any train,' too."

"That hog'll shake her false teeth out," Osborne said. "Which one of the G. M.'s wives is she?"

The operator swung around in his chair. "Say, boy," he said, "if that red-headed hog-head even jars the furs around her neck tell him I'll burn him at the stake as soon as I hear of it. Why, man, she's a cross between an angel and something better. I'll go over now and get her. Back your drag so she won't have to walk past the coal chute."

"Since when have we been backing drags to the platform for passengers?" Osborne inquired sarcastically.

"You'll be sorry if you don't," the operator said, as he disappeared in the darkness.

Osborne made a circle in the night with his lantern. Finally someone near the head of the train saw it and the target lights on the caboose came slowly up to the platform. Osborne signalled a stop and went in to check over his waybills. When he came out the operator was there with the girl and introduced her. She boarded the waycar. Osborne swung a long high-ball and the drag of empties started slowly up the hills.

Osborne assisted her into the cupola and sat opposite. The light of the head man showed that he was chewing cinders up near the spitting little hog; that of the rear man was half

way over the drag. There was no one but Osborne and the girl in the caboose, and as the little squat hog trundled the empties around the hills the man learned that she was going to her first position, that of agent and clerk for the mining and railroad companies combined. As the office was next door to the eating house maintained by the mining company and manned by Mistress O'Leary, Osborne assured himself that she would be safe, although he made a firm resolve that she would not remain there long if he had his way.

The second night following, Osborne was eating his lunch, when Mrs. O'Leary ran into the dining room, her face aflame, wild-eyed and excited.

"Th' Lord help us!" she cried.

Osborne leaped to his feet, thinking of the girl next door. "What is it?" he asked.

"Th' paymaster's been robbed again and they are after thinking the poor man's kilt entirely."

Osborne sat down again. "Oh, is that all?" he said. "As long as they bring money out here by motor car and at night, they'll get he'd up in those mountains right along."

"'Tis the fourth time in as many months," Mrs. O'Leary said. "Ever since the express company's refused to carry the money up from the junction it's been dangerous to get the money up here. 'Tis closin' the mines they will be."

"They'll not close, Mrs. O'Leary," Osborne said. "Pretty soon they'll get wise to themselves and bring it up on my train and they'll have no trouble."

The night superintendent of the mines entered and heard the last sentence.

"Why man, your train would be the easiest thing in the world to rob."

We'd have to have a dozen guards with it. And Number 6 doesn't connect with the gasoline car and that's the only one we can bring it in on and make the bank in the city."

"Next time you have a payroll to bring down let me have it and I'll get it through all right. I've been with the road here all my life and they know I'll not abscond."

"You may have a chance to try it," the superintendent said. "Since the station at the junction has been held up so often the express company won't agree to be responsible for it there overnight. How many guards will you need?"

"Nary a guard."

"If they agree to your plan we can keep the time of the coming of the money secret."

"I don't care for secrecy. No one knew the paymaster was coming out tonight—payday's three days off—yet there was a leak somewhere."

An hour later when Osborne entered the office to get his waybills, the girl was on duty.

"They've been telling me you have offered to bring up the pay money," she said, anxiously. "Are you really in earnest about the matter?"

"Yes; I'll bring it up all right. I'll tell you why I made the offer: I'm tired working nights. For a certain reason I don't want to leave the branch right now. There'll be a vacancy on the gasoline day-train before long. The mine company, if it's friendly, can ask for me and I'll get that run. I'll wear white shirts and clean collars and see daylight and the little birdies and——"

"What?"

Osborne blushed. "I'll tell you some other time," he said.

The girl laughed. "Why not now?"

"I—I—can't," Osborne stammered.

It was not until the next pay time at the mines drew near that Osborne heard from his offer. Every night he had a few words with the girl, after she had given him the waybills. Once he had cautioned Mrs. O'Leary to watch over her during her shift at night. The old lady laughed.

"Sure an' tis little lookin' after she needs, with ivery man in camp in love wid her. If she'd let one man take her home, there'd be a dool or two, but she don't. She goes home whin I do, after breakfast. She rooms wid the family of the weighmaster, nixt door to my house."

It was three days before payday. The paymaster seemingly had not been injured as badly as was first reported, for he was still on the job, between paydays his duties being that of cashier and head bookkeeper of

the mining company. That night, as Osborne stopped to chat a moment with the girl, a man came into the office, went behind the desk and faced Osborne.

"I'm Burns, resident manager of the mining company, one of my men tells me you made an offer to get the pay money up here without trouble. I've looked you up, Mr. Osborne, and find you have an excellent record. Do you mean to say you can get the money here each month without fear of robbery?"

"If the money is in currency; yes," Osborne replied.

"We had four guards with the cashier, Burton, last time, but they were taken by surprise," Burns continued. "If you want guards, you can pick them as you wish."

"The county officers are not Johnny-on-the-spot, eh?" Osborne asked.

"They are on the other side of the mountains. This, as you know, is a small corner of a big county and while they are willing to give all the help possible, they are few and have many miles of territory to cover."

"I'd rather have no guards. My

two brakemen are pretty husky young fellows and absolutely reliable."

"I'll arrange with the railroad company to have your train held at the Junction tomorrow evening, then, until the arrival of Number 6. That will mean a delay of but two hours. I'll—"

"I'll want half an hour after its arrival—that's all," Osborne said. "Of course you'll take care of the money after I deliver it to you?"

"Certainly. We tried once paying in checks, but as money must be forthcoming to cash the checks it took as much money as the payroll in the company's store and so we did not gain by it. You are certain to bring it."

Osborne laughed. "I'll make a boast," he said. "The money will come up tomorrow night with me—dead or alive."

The girl turned away.

Number 6 pulled into the junction on time the following evening and Osborne was on hand when the express messenger handed the package to the agent, who handed it to Osborne, holding the bill out to him for



A forehead and a pair of eyes above the transom—as he looked they disappeared

him to sign, as if glad to get the responsibility off his hands. Osborne carried the package leisurely across the tracks to the railroad eating house, mounted the steps to his room and opened the package. He was counting it when he instinctively felt another presence near. He looked behind him and saw a forehead and a pair of eyes visible above the bottom of the transom. As he looked they disappeared.

He completed the count of the bills, checked his count and a few minutes later reappeared in the lighted eating house carrying a small satchel. For safety he had a strap run from the handle to his shoulder. He walked across the tracks, over to where the caboose of his train was standing, swung a highball and a few moments later was alone on the hind end of the train, while his brakeman sat a few cars ahead. For Osborne had not seen fit to inform anyone that he was carrying a fortune with him on the mine drag up the hills. He was very careless, for when he climbed to his seat in the cupola he left the satchel on a bench below.

Burns the manager, Burton, the cashier and the girl anxiously awaited the coming of the train. They had been apprised of its leaving the junction and the four hours it usually made the run up the hill in passed slowly. The secret had leaked out in some manner that the freight conductor was bringing up the payroll money, and a number of the miners, as they left their shifts from eleven o'clock to midnight, did not retire but gathered about. After an almost interminable wait the whistle of the squat hog was heard. As the last of the train drew into the camp a man, carrying a satchel, dropped off the rear end of the caboose and was swallowed in the darkness.

A few minutes later Osborne entered the office. He answered a look of inquiry from the girl with a smile of assurance, and spoke to Burns:

"Have you a place here where I can wash my hands?" he asked. "We broke in two back there and my hands are too dirty to handle currency. We hadn't a bit of soap in the waycar. I forgot to purchase some yesterday."

"Right back there in the rear of the office," the manager said, pointing.

A few minutes after Osborne came back, bearing a package that showed signs of having been put together hurriedly.

"We will count this, now, Mr. Burns, and you can give me a receipt."

"You got it through all right, then?" the manager asked.

"Yes, I had no trouble, whatever." The money was counted and put away. As Osborne passed out a dozen questions were hurled at him from the crowd gathered about.

"I got through all right, boys," he said. "Whenever you want a few thousand dollars carried up, let me know. I'm now running the million-money special."

The following night he came in on time, and after doing his switching and eating lunch, he went into the office for his waybills.

"You've paid out all the money?" he asked, smiling, as the girl came forward.

"I almost had to pay it out," she said seriously. "Mr. Burton was sick this morning, but he got down at last."

Osborne sniffed. "Been using some medicine, eh?"

"Yes. He came in this morning smelling of assafeotida. He says he uses it for colds, or for the prevention of colds."

"An excellent remedy," Osborne said. "I've used it myself—for other things."

"You'll bring up the next payroll?"

"If Mr. Burns wishes me to," Osborne said. "Now let's have the waybills."

Things went on as usual for the month, and when payday again approached, Manager Burns met Osborne in the office one night.

"Want to bring the payroll up tomorrow night," he said.

"Be in at the same time."

"Yes. I went down the other day and brought up enough change to do us. It will all be currency as before."

"I'll bring it up."

"Be careful."

"I will. I want you and Mr. Burton to be here to count it, however. There'll be a lot of switching to do tomorrow night, as there were few empty cars to bring up tonight."

"We'll be here, never fear."

It was a rainy, blustering night when Number 6 pulled in the following evening. Osborne, his raincoat buttoned tightly around him, met the train, secured the package, signed the receipt and, thrusting the package into his pocket, ran for his caboose, signalling the engineer as he did so. The signal relayed through the storm by the two brakemen, was answered, and with a great slipping of wheels on the wet rails the Minden drag started slowly up the mountains.

For a time Osborne busied himself in the caboose and then, after having extinguished the lights and locked the rear door, climbed to the cupola. It was too dark and the rain was driving too fast to see even as far

away as the point where the rear brakeman stationed himself. Once in a while, during a lull in the storm, the lone man could see the flare of the engine's exhaust against the lowhung clouds.

Osborne fingered the bulky package in his outside overcoat pocket and smiled. The man on the day passenger was due to leave for another run within ten days and he was going to ask Burns this very night to put in a good word for him. And on the same train the money had traveled had come a smaller package, which he had signed for at the same time, and the package contained a diamond ring, a golden circlet containing just one big diamond. He smiled as he thought of it.

The rain ceased a little, and far around a gulch he could see the little squat hog throwing a stream of sparks against the clouds. The man pulling the latch was having a hard time of it on the wet rails, as the conductor could tell by the speed of the train.

Four men, unseen by the conductor, dropped of a car several lengths from the caboose, stood a few moments on the side and then caught the caboose as it came by. Two climbed aboard the front platform and two on the rear; those catching the front platform entered the car and the first Osborne knew of their presence was when he looked down from his seat into the muzzles of two wicked looking revolvers.

"Just hand us that package in your pocket," one of them said.

"Make him step down here and we'll search him," the other said. "No flimflaming'll go this time."

Seeing the futility of resistance, Osborne swung down. As his feet touched the floor, one of the men hit him across the head with a gun. He fell to the floor. The two stripped the overcoat from him, searched his pockets and finding nothing more of any great value, unlocked the rear door with the conductor's keys, allowing their two confederates to enter. The conductor on the floor was given a couple of kicks, but he did not move.

By the light of a small flashlight the four opened one end of the package and a sight of green bills assured them. Half an hour later, when the engineer whistled for Minden Mines, the four dropped off and disappeared in the darkness.

It was the rear brakeman who found the conductor and had him carried over to the eating house. Word flew through the camp that the payroll had again been taken, and the inhabitants gathered. Osborne, recovering slowly, was helped to the

office, where he was seated in a chair. As he sat down, he groaned, reached up and drew himself to a standing posture. He looked around and noted the absence of Burton.

"Where's Burton?" he asked.

"He was here a few minutes ago," the manger explained. "I think he went into the eating house."

"Find him! Find him quickly!" Osborne said. "Get him here at once. His life depends on it!"

A hundred yards from the office was the tool house of one of the mines. As the manager went to the door of the office to call the cashier, he saw a flash come from it, accompanied by a dull report.

"What's that?" he asked, drawing back quickly.

"You may find Burton there," Osborne said. "At least you will find his confederates there. I loaded the package they robbed me of. Your night superintendent got me the explosive. I loaded the first 'pay-roll' with assafoetida. Burton got it. I loaded this with a little explosive and I think you'll find some badly injured men over there. Burton may be one of them. Send over right away. Now let me wash some of this blood off my face."

The manager went, while Osborne went back to the washroom. Within a few minutes they returned.

"Now, Mr. Burns," Osborne began. "If you're ready, we'll count this money."

"You weren't robbed?" the manager exclaimed with surprise.

"They took a package I had fixed for them, and my overcoat. They must have searched me pretty carefully, too, for I find my bunch of keys missing. But here's the money."

Half an hour later, the money counted and a portion of it already paid out to the second-shift men who had gathered, the manager called Osborne into his private office.

"They've got Burton and two others. Two have escaped it seems. Those we have are burned badly, but not seriously. How did you connect Burton with the robberies?"

"By the fact that he was always slightly injured, at first, and last month he opened a satchel I had fixed to give someone an assafoetida bath. The scent lingers, as they say about perfume."

"And where did you secret the money?"

"Don't say anything about it, but I sewed a false seat to an old pair of trousers and placed the money in there. That accounts for the fact that I had to wash before I could produce the currency. And, by the

way, I almost exposed myself to-night when they sat me in that chair as they brought me in from the eating house."

"Why?"

"There was a solitaire ring in there with the money, and say what you will, rings of that sort have a few sharp points."

"A ring? For whom?"

Osborne pointed to the office where the girl was busy with the waybills.

"You haven't proposed yet, have you?"

"No, sir. Why?"

"I just thought, if she hesitated, you might tell her you're going to quit railroading and take a new job with the mining company. In other words I'm going to break you in to fill Burton's position at about three times what you've been making as a freight conductor."

But the girl did not hesitate.

This Letter Comes Highly Recommended—and We Have Never Seen a Better One on Railroad Service

WICHITA NORTHWESTERN RAILWAY CO.

OFFICE OF THE PRESIDENT

O. P. BYERS
PRESIDENT

HUTCHINSON, KANSAS

May 4, 1921

Mr. C. W. Galloway, Vice Pres.,
Baltimore and Ohio Railway Co.,
Baltimore, Maryland.

Dear Sir:

I left Washington on your Number One last Saturday, April thirtieth, for Saint Louis. There were about ten cars in the train, which was never one minute late on the entire nine hundred miles. Not once was the train jolted or jarred, the pusher engine was scarcely felt if at all, nor did I feel a rough spot in the track anywhere. Employees were uniformly courteous to everyone, diner service excellent and when I left the train at Saint Louis, I felt that I had traveled over a railroad just about as nearly perfect as will be found in this generation.

In my more than forty years of railroad service, which has been in about every capacity, from section laborer up, I am certain I have never before observed such uniform excellence anywhere.

It is unfortunate that the public does not more fully appreciate its high grade transportation service.

Yours very truly,
(Signed) O. P. BYERS,
President

Mr. Burgess Said He Would Be Glad to Have Our Engineers Read His Opinion of Their Train Handling

BROTHERHOOD OF LOCOMOTIVE ENGINEERS

EXECUTIVE DEPARTMENT

FREDERICK A. BURGESS

Assistant Grand Chief

Washington, D. C., July 27, 1921.

C. W. Galloway, Vice-President,
Baltimore and Ohio Railroad,
Baltimore, Md.

My dear Mr. Galloway:

It is not my intention to burden you with unnecessary correspondence, but since Railway Board of Adjustment No. 1. concluded its labor, my duties have caused me to make frequent trips between Washington-Chicago and return, and I have usually traveled over the Baltimore and Ohio Railroad, leaving Washington at 1.35 p. m. The trips referred to have been so pleasant, the train pulled with such regularity of speed, and all stops made so free from jar or jolt to the passenger, that I cannot refrain from advising you to that effect.

I have no object in giving you this information other than as an appreciation of splendid service to the traveling public. I do not personally know one of the engineers, or for that matter, a member of the crew engaged in handling this train between Washington and Chicago. It is my opinion, however, that the service cannot be excelled in any particular and I have heard others riding on the trains, whom I do not know, speak in like manner, and I thought it would be pleasing to you and only fair to the employes to so advise.

Very respectfully,
(Signed) F. A. Burgess

The Baltimore and Ohio Railroad Company

OFFICE OF VICE PRESIDENT
OPERATION AND MAINTENANCE

C. W. GALLOWAY,
VICE PRESIDENT

BALTIMORE, MD.

At Cincinnati, Ohio, July 30, 1921.

Mr. F. A. Burgess, Assistant Grand Chief,
Brotherhood of Locomotive Engineers,
Washington, D. C.,

My dear Mr. Burgess:

Your letter of July 27 pleases me very much. It is most gratifying to receive such splendid commendation of our service, particularly when it is from one so well qualified to judge, as yourself.

I feel that we can be justly proud of what is being accomplished in this direction. In bringing it about we have had the most splendid cooperation from our passenger locomotive engineers in the matter of regularity of speed and smooth handling of trains. I look upon our passenger locomotive engineers, particularly those in the through service, which is the most important, and which I ride the most, as "Crack Runners."

I recall the handling of Marshall Joffre, when he was here from France. I was on his special train, and it would be impossible to experience a more perfect piece of running. On the Chicago Division, for instance, the speed was so steady at 50 miles an hour, which was the limit set, that I really jarred the speed recorder with my hand to see if it was stuck. This run brought most favorable comment from the French Commission.

Many of our through passenger locomotive engineers hold letters of congratulation for their good work, and we have taken special pleasure in encouraging them. I know many roads that do not have the same high standard of train handling as that accomplished by our men, and I really believe that none can offer anything finer.

Again thanking you for your interest in writing us, and with all good wishes, I am,

Cordially yours,
(Signed) C. W. Galloway

P. S. Would you have any objection to my reproducing your letter in our Baltimore and Ohio Magazine, because I know it would make the boys feel good, coming from you?

What Do You Know about Your Railroad?

Despite the ridicule which has been heaped upon the widely discussed "Edison Questionnaires," the idea of mental tests for workers is far from being on its way to the discard. Mr. Edison was not at fault in giving his tests, but in the kind of tests he gave. The War Department used the so-called "Alpha" and "Beta" tests in the army with remarkably good results during the late war. Even on our own railroad some interesting disclosures were made through similar tests several years ago as to the mental equipment and knowledge of the employes of a certain department.

Much can be said in favor of such tests in any organization like our railroad. Suppose, for instance, that the supervising officer of a large force of clerks finds that the output is decreasing, that more errors are being made than usual. Ordinary investigation to locate the cause of the trouble failing, an application of some mental test will, if properly prepared and conducted, often indicate where the weak links are.

The test idea is not new. It has been used successfully by many organizations. It is essentially fair, treating one and all alike. And it uncovers indications of ability in an organization with the same precision that it points out indications of incompetency.

In justice to Mr. Curren it should be added that these introductory remarks are not a comment on his experiment, the purpose and result of which we do not know, but merely a detached opinion as to the value of any mental tests for clerical workers.—EDITOR.

TO SET people to thinking is to pour oil on the wheels of progress, and there is, perhaps, no more effective way of setting them to thinking than by asking questions.

An innovation in the form of a general quiz, presented with the idea of stimulating purposeful thinking among the employes of the Transportation Department at Baltimore, has been introduced by General Superintendent of Transportation W. G. Curren. This quiz, or examination, took the form of a set of questions, distributed so that each employe in the office received a copy with a request that the questions be answered and turned in before the close of the day. These questions covered railroad topics of general interest, as well as those with which the Transportation Department has to deal. The employes took the quiz in good spirit, and not a little good natured rivalry was stimulated among them.

Unless a person is particularly curious or unusually ambitious, there are certain kinds of routine work which, if he handles continuously, have a tendency to create within him a certain amount of indifference. Unless he realizes how important a part his bit of work plays in the big scheme of things on the Railroad, his job is apt to become monotonous, and consequently, uninteresting. On the other hand, the job which, because of its interesting phases of work, compels the attention of the worker, is the one which serves as its own inspiration to the worker to acquaint himself with other work incident to his own, at the same time, perhaps, fitting himself for something higher

up. This does not, of course, apply to the familiar figure who would "nose" into the affairs of others at the expense of neglecting his own. As for the routine man, there is always something interesting about his work if he cares to look for it.

Take for example a new employe of the Car Record office. It is quite possible that he (or she, for much of this work is handled by girls) can advance from the assorting desk to that of foreign records without realizing the importance of his daily work in the operation of the Railroad. He knows that certain records must be assorted into certain boxes, or that these records must be listed into certain books on specified pages; that a certain amount of this work must be done by a certain time, etc. He may do the work and do it efficiently, and yet, unless he wants to make it so, it means nothing to him. However, if he is a person who asks enough questions to find out what each of these "slips" means to the Railroad, he would know why the conductor must make accurate reports, why these must be dispatched immediately, assorted correctly, and recorded intelligently.

A young man, formerly employed as an assistant file clerk, used to get into his office a little ahead of time and stay a little late in the afternoons, just to ask questions about the work handled on a certain desk in which he was particularly interested. He made himself agreeable to the men by running errands or them, addressing envelopes, etc. Noon hour would oftentimes find him asking questions about the work. "George Curiosity,"

they laughingly called him. One day there came a vacancy in that bureau. "Why not let George do it?" suggested one of the older men, "he knows how, for he has helped us with it." The result was, George did it.

This is merely an illustration of the benefits of knowing what is going on around you.

"I had no thought of Mr. Edison's in mind when I gave the test," said Mr. Curren laughingly when asked his reasons for presenting it. "I wanted to find out just what our employes are thinking about along the lines of railroading in addition to those phases covered by their own particular work; also to know how they keep in touch with current events.

"The results were interesting. There were some surprisingly good papers, quite a number of fair ones, and a few surprisingly indifferent ones.

"Of course, there were several questions asked that everybody would not be expected to know; we allowed for these in marking the papers. There were also some which could have been answered in several different ways; these we also allowed for. We did not grade the papers according to percentages, but marked them 'Good,' 'Fair,' 'Poor,' and 'Very Poor.' After the examination was over, we gave each person a copy of the questions, together with the correct answers.

"We believe that the experiment was a success and that the examination set the employes to thinking; at least, it has stimulated some interest.

"There are many people who are peculiarly constituted; some of these might get into a terrible rut working at a desk. These are the ones who need to have their powers of observation developed. Our railroaders should be able to impress outsiders with the idea that they are railroaders and not cigar store or candy factory employes."

Voila!

Le Petit Dejeuner!

The Baltimore and Ohio Dining Car Department has inaugurated a new feature in their service—the serving of a coffee demi-tasse as an appetizer for breakfast—now in effect on our more important trains.

The demi-tasse is placed on the table before each guest at breakfast, the service being rendered gratuitously.

This service was tested on No. 5 going into Chicago for a period of 20 days, during which it was extended to 908 guests, 747 of whom drank the coffee. A great many extended their compliments on the new feature.

Safety Section

In Perpetual Darkness, Robert Gannon Urges Men to Wear Goggles

ONCE upon a time, not many moons ago, there were three Railroad men, one of whom was a master mechanic at Staten Island, one a steel car repairer on the Ohio Division, and the third a shopman on the Connellsville Division—all of the same Railroad.

No, it is hardly possible that any one of the three knew either of the others, yet—at just the same time in the year, the same thing happened to each of them. But wait.

It so happened that this Railroad which employed these men was possessed of many strange ideas, some of which might be regarded as peculiar. Foremost among these strange ideas was the theory that the best way to prevent injury to the eyes is to wear goggles. Now, of course you must know that there is a little trouble involved in the wearing of goggles. They must be put on in the morning before beginning work; they must be removed in order to wash one's face before lunch; then it is necessary to put them back on again, and to take them off again before leaving the shop. Then, too, you may say that goggles are not particularly becoming to most men. I agree with you, they are not—but this Railroad never asked its men to wear goggles to a dinner party or to a formal dance; they are asked to wear them only while working, and then not from a standpoint of beauty, but merely for the protection of the eyes from flying chips, sparks, etc.



Master Mechanic Deems, Staten Island, Knows Why It Pays to Wear Goggles

Now, the first of these men, Master Mechanic Deems, Clifton, Staten Island, whose photograph is shown here, is an advocate of this peculiar goggle-wearing idea. The picture shows what happened to him while he was at work one day; moreover, it also shows how a pair of these little "beauty chasers" saved him many weeks of suffering in the hospital and the loss of an eye.

And verily the second of these men, Elba Seymour, car repairer, Ohio Division, met with a similar experience. While bucking rivets on a caboose,

his hammer slipped off the rivet, the snap came out and cut a gash over his left eye and on the side of his nose. But he, too, wore goggles, which saved his eyes for himself and his family.

But brass chips are treacherous. The third man, Robert W. Gannon, of Connellsville, did not realize it when he went to work one fine morning without his goggles—but he found out before the day was over. He lost his sight entirely. Now he warns others to beware. In this connection, he wishes to thank through the *MAGAZINE* the boys who have been so good to him on various occasions; he also begs them to be careful, lest they meet with a misfortune such as his. He says:

"Boys, let my case be a warning to you. Guard your sight with goggles, for when you lose your sight you lose your means of earning a proper living; besides this, you are in perpetual darkness."

Safety Eventually—Why Not Now

A conductor and his two brakemen were riding on the tank step of a locomotive on the Baltimore Terminal Division as the engine was backing into a commercial siding to pick up a car that the same crew had placed there the night before. It was a foggy night and the conductor saw the outline of the car looming up. He signaled the engineer for a quick stop. Emergency brakes were thrown on, and the engine slid along the rails and crashed into the car. One of the brakemen was killed and the other brakeman and the conductor severely injured. The Safety Rules specifically forbid more than one man riding on the footboard of the forward end of an engine and stipulates that he shall stand with his body outside the rails.

A freight house employe at Clarksburg, W. Va., was breaking seals on car doors, prying them off with an iron bar. A piece of seal struck the employe in the eye. Two days later he went to a physician for attention, and a little later went to a hospital. The doctors say that he will lose the sight of one eye and that it might have been saved if he had sought medical attention immediately after his eye was injured.

Finishing up a job in the Painesville Shop, an employe tossed a piece of lumber on the floor and went to other tasks. A machinist's helper, carrying one end of a plank, came along and fell over the piece of lumber left in the pathway. The plank fell upon his fingers, mashing two of them, and he lost a month from work.

A group of negro track hands were at work on the Baltimore Terminal Division when they were warned to clear all tracks as a train was approaching. One of the negroes, with some bravado, stood on the end of a cross-tie and refused to move, although fellow workmen called to him. He thought he would clear the train. He was killed.

His work finished for the day, a trackman on the East End of the Baltimore Division went to a station to await the arrival of a local passenger train. A freight train came along and the trackman attempted to board it. He missed his step and fell. His leg was broken and he was cut on the body and face.

When shoveling sand at Benwood, Wheeling Division, one laborer asked another what time it might be. The latter replied: "Time you were at work." There was a friendly tussle and one of the men was thrown to the ground with force. He struck his forehead against a rivet and his skull was injured.

A cut of cars did not make coupling when shoved together at Defiance, Ohio, and a brakeman went between the cars to adjust the knuckles. At another place in the same train a second coupling had failed to make and a second brakeman went between the cars to adjust these knuckles. He finished and gave the signal for the engine to pull ahead. The other brakeman was still at work between the cars and was injured when they were moved.

On his way to the supply room on the Toledo Division, a car oiler saw a woman acquaintance picking up coal. He climbed upon a car and threw off some lumps of the fuel for her. An engine backed into the cut of cars and the oiler was thrown from the coal hopper, rolled beneath it and his arms were cut off. Quick retribution, this!

THE BALTIMORE AND OHIO RAILROAD COMPANY SAFETY DEPARTMENT

Honor Roll Shops Are Those Having No Reportable Injuries

Casualties and man hour record of shops working more than 50,000
man hours during the month of June, 1921

THIS MONTH'S HONOR ROLL		INJURIES	MAN HOURS WORKED	RANK IN MAY	
Ohio River Low Yard.....		0	55,795	21	
Cumberland (Back Shop).....		0	54,826	20	

RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN MAY
1	East Side.....	133,220	1	133,220	Honor Roll
2	Ivorydale.....	120,148	1	120,148	Honor Roll
3	Lorain.....	73,084	1	73,084	5
4	New Castle.....	69,649	1	69,649	19
5	Connellsville.....	106,445	2	53,222	18
6	Holloway.....	51,552	1	51,552	Honor Roll
7	Grafton.....	79,242	2	39,621	11
8	Glenwood (Master Mechanic).....	76,636	2	38,318	1
9	Chillicothe.....	63,025	2	31,513	13
10	Washington, Ind.....	85,155	3	28,385	7
11	Storrs.....	56,394	2	28,197	6
12	Brunswick.....	104,182	4	26,046	16
13	Keyser.....	155,957	6	25,993	4
14	Benwood.....	75,802	3	25,267	12
15	Lincoln St. (including Robey).....	74,498	3	24,833	3
16	Cumberland (Master Mechanic).....	205,822	9	22,869	9
17	Newark.....	85,079	4	21,270	2
18	Lima.....	80,430	4	20,107	10
19	Willard.....	80,094	4	20,024	15
20	Glenwood (Back Shop).....	71,112	5	14,222	17
21	South Chicago.....	83,340	6	13,890	8
22	Riverside.....	136,725	12	11,394	Honor Roll
23	Garrett.....	86,274	9	9,586	14
24	Mt. Clare.....	186,507	33	5,652	22

Total Injuries of All Shops Reporting:

January, 200; February, 129; March, 116; April, 78; May, 133; June, 150.

Casualties and man hour record of shops working 50,000
or less man hours during the month of June, 1921

THIS MONTH'S HONOR ROLL		INJURIES	MAN HOURS WORKED	RANK IN MAY	
East Dayton.....		0	47,290	1	
Painesville.....		0	34,809	5	
Gassaway.....		0	33,577	Honor Roll	
Ohio River High Yard.....		0	29,172	8	
Flora.....		0	24,580	4	
Somerset.....		0	23,271	Honor Roll	
Weston.....		0	17,163	7	
Haselton.....		0	15,886	Honor Roll	
Sabraton.....		0	10,891	Honor Roll	
Harrisonburg.....		0	3,282	Honor Roll	
North Vernon.....		0	2,788	..	

RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN MAY
1	Rossford.....	43,890	1	43,890	Honor Roll
2	Cone.....	34,247	1	34,247	3
3	Stock Yards.....	26,724	1	26,724	Honor Roll
4	East Chicago.....	21,459	1	21,459	Honor Roll
5	Zanesville.....	14,728	1	14,728	Honor Roll
6	Allegheny.....	24,384	2	12,192	Honor Roll
7	Fairmont.....	40,558	4	10,139	2
8	Cleveland.....	42,694	5	8,539	6
9	Martinsburg.....	21,410	5	4,282	Honor Roll
10	Green Spring.....	20,444	9	2,272	..

Total Injuries of All Shops Reporting:

January, 200; February, 129; March, 116; April, 78; May, 133; June, 150.

American Railway Association Establishes Safety Section

CARRYING out the recommendation of Daniel Willard, president of the Baltimore and Ohio Railroad, which was approved by the board of directors of the American Railway Association, of which he is chairman, a safety section of that organization has been created, under whose auspices railroad safety work will be conducted. This action grew out of a meeting here between R. H. Aishton, president of the Association, and 25 safety representatives of the leading railroads of the country.

Through this affiliation with the American Railway Association, regarded as the premier organization of its kind in the country, railroad safety men anticipate that their work for the preservation of life and the elimination of accidents will be greatly stimulated. Co-ordination of methods now in use on various individual roads will be the prime object of the new safety section, under whose direction unified plans will be carried out on the railroads.

Although permanent officers for the safety section of the Association will not be elected until the next meeting in Boston on September 26, temporary officers have been chosen. E. M. Switzer, of the Chicago, Burlington and Quincy Railroad was named chairman; John T. Broderick, superintendent of safety on the Baltimore and Ohio Railroad, first vice-chairman, and Isaiah Hale, of the Santa Fe Railroad, second vice-chairman. A board of direction and committees to map out a program for preliminary work were also appointed.

They Ought to Resign or Be Fired

By Lewis Pilcher

The Piedmont & Northern Railway, Freight Claim Committee, has just notified all concerned of the resignation of the following characters, in the event they are later found to have appeared on other railroads:

M. T. Head.
E. Z. Worker.
Bill M. Wrong.
Load M. Hasty.

Additions to list:

I. M. Careless.
N. O. Marks.
Lee Key Roof.

Post these names as characters not to be allowed on the right of way if we are to cut loss and damage in half. It can be done.



The "Why" of Food

By Dr. G. Carroll Lockard

Medical Consultant, Relief Department

WE can easily surmise that man has always been interested in food. We may mark epochs in his growth from the time he secured his first food from the animals, birds and mussels, together with such grasses, herbs, fruits and roots which his early instinct taught him were not poisonous, to the discovery of fire by means of which he could cook food, and thereby improve its taste; to the period in which the Nomads partially settled down with planting of the grains and grasses, thus providing for future sustenance; and again to the acquisition by capture and trading of food substances of other tribes and peoples.

Consider now the present, where, with rapid transportation, ice and heat, we can have in a large center, fresh food stuffs from practically every clime; and what is even more astounding in the perfection of commercial preservation, one can, say in West Virginia, secure from a Chicago mail order house a veritable Roman profusion of foods and delicacies.

In this country, at least, we have no great nutritional problems except those arising from poverty and lack of knowledge. Foods, especially the fundamental foods, are still produced in sufficient quantity, and transportation is such that there are accessible in every community a sufficiency and a variety to maintain healthy standards of life and living. It may not be available to individuals by reason of poverty, inexperience, or lack of knowledge. It is the purpose of this article, therefore, to talk about food in its relationship to health and not merely as something that can be eaten.

The Human Engine is Different

Physicians always compare the body to an engine, but it should be remembered that it is a peculiar engine; it repairs itself; it grows—and

in its growth becomes greater in capacity and efficiency. So we must not only have fuel to provide energy and to make heat, but fuel which can be turned into tissue-cells, both repairing them and making new ones. Then, it is a peculiar engine in that it can store up for its future use certain of these food fuels, while of others there must be taken in every day, that day's needs. Woe be unto the efficiency of the engine if these needs are not satisfied. Again, it is a peculiar engine in that it must get rid of its own waste products, ashes, if you will, and also of the waste products of the food taken in excess over its daily needs, which eager hands often throw into its firebox (stomach) in response to the false signals of certain appetites.

Human Engine is not Standardized

Also, when we consider the varieties of human machines, how they profit or suffer by heredity, by infectious diseases, by negligence, by poverty, by ignorance, we can begin to appreciate that the human engine is not standardized, that each one is not just like the other.

Nevertheless, the engine idea is a good one to build from—both human and mechanical engine requiring certain supplies.

The human engine needs:

1. Building or repair fuels or foods.
2. Fuels or foods to make heat and energy (power or work).
3. Water.
4. Certain mineral substances that enter in mysterious ways into the make-up of the human machine.
5. Certain foods which, in addition to their fuel, seem necessary to keep the engine (the body) running smoothly.

Before going any further, let us first understand that in speaking of the fuel value of foods, we use as the standard or unit of measurement the

"calory." A calory is equivalent to the amount of heat required to raise the temperature of 1 kilogram (about 1 quart) of water 1 degree Centigrade. This may better be appreciated when we say that 100 Calories represent the heat required to raise the temperature of 1 quart of water from freezing to boiling. We cannot tell by the appearance of food, or by any rough measurements, the number of calories it contains, but the caloric content of foods is available to all in various government publications.

The average daily requirement of a man of average size, in an average occupation, is about 3,000 calories, and if this be distributed among the food fuels in right proportions, then nutritional health will be preserved. Common experience shows that many, if not most American diets, strike nearly to this average, provided the foods are mixed. As a matter of fact, many average portions served at the table will approximate 100 calories, for instance, a large egg, a small lamb chop, an ordinary thick slice of bread, a small side dish of baked beans, a baked potato, a large dish of oatmeal, a shredded wheat biscuit etc.

Class I—The Proteins

Let us now look at these food groups separately to see what is the relationship of each to good health. The first group, or the building and repair foods, are called "proteins." Never mind why, or of what fearful chemical make up they may be. It is enough to know that they are found in lean meat of all sorts, including fowl, fish and shell fish; in milk (3.5 per cent.); in cheese; white of egg; in short, in the animal foods, so termed. We must not forget that these proteins likewise are found to a considerable extent in all cereals (grains); in many so called vegetables, especially those technically termed Legumes, as beans and all varieties of peas; in the tubers, as potatoes; and in the nuts, as peanuts, etc. As a matter of fact, because nearly all foods of the so-called vegetable-cereal class contain this valuable fuel element, a generous mixed every day diet supplies about one-fifth the body's protein needs.

The Use of the Proteins

These fuel "bricks" or proteins are worked into the very "warp and woof" of our body; they repair the damaged cells, replace the worn out cells (up to a certain point), and in the young body make new cells, thus providing for growth. Such food fuel therefore is of essential or vital value to the body machine.

You would think that Nature would have made some provision for

the storage of this important substance in the body. Such is not the case. We must supply a certain minimum amount of it every day to our body machine, else it suffers from lack of repair, becomes weakened, and hence faulty in its action. But here there is also a curious thing: while Nature makes no provision for storage of protein, she made the instinct of growth so powerful that the young human machine will grow even though provided with insufficient food. This growth is not as much as would occur under plentiful food conditions, but it seems remarkable that it should occur at all.

This minimum requirement of protein for health is about 10 per cent. of the fuel value of the food. Mind you, not 10 per cent. of the bulk, or of the weight, but of the fuel value (about 75 grammes or 2½ ounces of pure protein).

What Becomes of Excess Proteins?

A question of great interest is what happens to the excess of meat food (protein food) that is put into the human engine. We have already seen that it is not stored up in the body. All protein food undergoes the same changes of digestion and absorption; a certain portion is utilized in the needs of the body, and the end-products or ashes are finally eliminated, chiefly through the work of the kidneys. The unused portion (the excess) is disposed of in the same way, even though it has performed no service to the body. The important point is that the handling of this excess simply and clearly puts just so much extra work on the kidneys. Now, in health, and under good conditions of living, this may not be of much moment. But in ill health, or under faulty living conditions, especially with lack of exercise or bodily effort, then this excess may be a factor in the production of diseases of the kidneys and blood vessels. Certain it is that the presence of such actual diseases should mean the reduction of these food substances to the minimum daily allowance, so that this excess work may be avoided.

Technically, we should take in not less than 10 per cent. of our food requirements as protein, thus 300 calories. Actually most of us take this much and many very much more. Thus, for example, on a generous diet, including bread, potatoes, vegetables, etc., we take in nearly 100 calories of protein in such food, exclusive of the almost pure protein or meat foods. The remainder will be more than supplied in two eggs at one meal, with an ordinary "helping" of almost any meat at another meal, and a glass of milk with the lunch. Anything more than this represents

an excess which may or may not be harmful to the individual so taking.

Remember, however, that this represents the minimum allowance for a man of average size, upon very moderate work. The man whose work is physical exercise requires more. The growing youth likewise requires relatively a greater supply than the matured adult, and the ageing adult less. As a rule a proper balance is struck by average appetite, provided it is furnished with and has been taught to require mixed foodstuffs, especially vegetables of all kinds, cereals, bread, etc. Excess is more apt to occur in those who "don't like vegetables" and whose diet consists of bread, meat and "fried potatoes."

(To be continued in September issue)

C. A. Plumly Back on the Job.

After an illness of about eight months, C. A. Plumly, superintendent

of the Telegraph Department, is now able to come to his office each day and expects that by September he will be able to handle his accustomed full trick.

Mr. Plumly was operated on and thought to be progressing nicely, when he had a setback, with serious complications. His recent convalescence has been slow, but steady and sure. His many friends throughout the service will be glad to hear of his recovery.

Use Your Head

In order to reduce the number of accidents to a minimum, and to insure safety at all times, just follow the daily pursuits of the woodpecker.

Use Your Head

LaPorte Heinekamp Motor Co.,
Baltimore, Md.

Dining Car Steward Sampselle Turns Freight Solicitor

New York, N. Y.

May 10, 1921.

Editor, Baltimore and Ohio Magazine,

Mt. Royal Station,
Baltimore, Md.

My Dear Sir:

Through the efficient and unusual cooperation that exists between all departments of the Baltimore and Ohio toward the end of producing revenue for our Company, we are constantly hearing of employees in departments foreign to their particular line of work, through one means or another, going out of their way to attract business, freight or passenger, to our rails, and to them the Management always indicates its full appreciation. I think I have an instance that is so exceptional, and has had such beneficial results, that you will be indeed glad to give it mention in the Magazine.

We are all familiar with the superb service as furnished on the dining cars of the Baltimore and Ohio, the reputation of which, with the traveling public, is becoming national, but it can hardly be expected, although desired, that the stewards of our dining cars will in detail explain to the traveling public the superior freight service of the Baltimore and Ohio. Such, however, has been the case of Steward Aubrey R. Sampselle, who explained it to Mr. Sidney Gould, member of the firm of the Service Equipment Company, this city, converters of cotton piece goods.

Mr. Gould was so impressed with the information he received from Mr. Sampselle that upon his return to New York, he got in touch with me over the telephone, all of which resulted in three or four carlots of textiles from Columbus, Ga., for the Schuylkill Arsenal (U. S. Government), Philadelphia, being routed via the Baltimore and Ohio at Potomac Yards.

This is new business for us, and our several visits with Mr. Gould since the beginning of this episode encourage us to firmly believe that in addition to his being wedded to our Passenger and Dining Car Service, he will become one of our many staunch friends from a freight traffic standpoint. I might add that Mr. Gould travels back and forth between New York and Washington about twice a week, and always uses our line.

I would appreciate it very much indeed if you would, through the medium of our Magazine, thank Mr. Sampselle in behalf of the Freight Traffic Department for his valuable cooperation, and as an inspiration to our other employees for their continued efforts in "boosting" the Freight and Passenger Service of the Baltimore and Ohio.

Yours very truly,

(Signed) W. F. Richardson,

A. F. T. M.



BALTIMORE AND OHIO MAGAZINE

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Marooned without the Railroad

The newspapers recently stated that a railroad between 300 and 400 miles long in the West was to suspend operations. It had been in the hands of a receiver for some time and various reasons were advanced for discontinuing its operation, depending largely, we suppose, upon the viewpoint of the persons advancing them.

We will not attempt to discuss these explanations. We merely wish to call attention to the fact that only a day or two after this statement was made, the newspapers carried another announcement to the effect that the people living along the line of the railroad had organized a Citizens' Protective League to raise sufficient money by popular subscription to offer the railroad an adequate maintenance fund. The question of how the road had been run was of secondary interest to the 100,000 people living along its tracks. They were concerned with the possibilities of their being cut off from rail communication with other great arteries of traffic. The prospect of no transportation for themselves and their products aroused them and they took immediate action to prevent it, no matter what the cost.

This emphasizes the necessity of maintaining the transportation system of the country generally on a sound financial basis, and that when put to a test, a community finds it desirable to support by direct taxation in order to maintain a line of communication and to have the products of their farms and work shops moved to market. It is equally essential to the whole people that the transportation system be properly maintained.

Railroads are identical with any other industry. Their product is transportation and they can only exist when they can sell this product at rates which, when measured by normal volume of traffic, will provide funds to maintain and operate the roads and assure a reasonable return on the value of the property. Under the Transportation Act of 1920, this return has been nominally fixed at 5½%, and in instances 6%, but there is no assurance or guarantee that this return will be realized, and as a matter of fact under present conditions little more than half this rate is accruing to the railroads.

It should also be remembered that for several years before the war, and during the war, the railroads were impoverished by the additional costs piled upon them by legislation and by the rapid increase in commodity and labor prices, against which they could balance only small and wholly inadequate increases in rates.

The railroads cannot indefinitely pay out with their right hand for the materials they use to produce transportation, more money than they take in with their left hand for the sale of this transportation, and still function.

Yet this is what they have been forced to do in recent years, and have been able to do only by virtue of drastic economies, increased efficiency and the practical cessation of building programs. Now they should be given the opportunity to apply to their business such reasonable adjustments demanded by economic laws as have been permitted to apply to other forms of industry.

The financial failure of the little road in the West may not have perturbed the people dependent upon it. But when it appeared that the trains might not run they were perturbed—even to the extent of putting up their money to prevent this threatened calamity. Fair dealing on the rate question, and only fair dealing will prevent a similar threat to the railroad structure of the entire country. Fair dealing on the rate question, and only fair dealing, will enable the railroads to perform their important part in promoting the prosperity of our people.

How Vauclain Got the Hammer Head

In an intensely interesting article "Is Your Business a Debating Club?" in Collier's Weekly for April 2, S. M. Vauclain, president of the Baldwin Locomotive Works, suggests that the executive whose tendency in business is to defer all his important decisions for conference with other executives, is really not on the job. Mr. Vauclain's idea is to give a man something to do and to expect him to do it.

Writing along these lines he nevertheless admits that sometimes a particularly difficult problem, which his subordinates can't handle, reaches him for solution. He says:

"Sometimes it does get up to me because, of course, a president must do something. I well remember one election day when a foreman came in to tell me that he had just broken the big steel head of the only hammer in the shop that could forge certain driving wheels. We were working on an export order that required drop-forged wheels. The ships to take the locomotives overseas had been chartered and were due within a few days. If we held those ships for long, we should have to pay a demurrage that would very quickly wipe out our profit. I called the builders of the hammer on the telephone. They thought they might get new heads through within 30 days. They might have said 30 years for all the good it did us. I told the foreman, and he seemed very much of the opinion that I ought to have at least one or two of those hammer heads in my vest pocket. There was no use talking to him about it, so I told him to stop blaming me and go home and vote.

"We had no steel in the shops big enough for those hammer heads. Casting over in my mind the stocks of the various steel mills in the country, I could not recall one that would have such a big chunk in stock. That night I went to the theatre—which I find is a pretty good thing to do when one is upset. During the show I remembered that a junk dealer in town had about a year before bought an old monitor from the Navy Department, and that the centers of the turrets ought to be just about what we needed. Perhaps he had not sold them. There was no way of finding the junkman that night, but by four o'clock in the morning I was out with a team on my way to his yard. There was no one there—not even a watchman—so I climbed the fence, and, burrowing through his stock, came across those big centers. They were just what we wanted. By seven o'clock I had the junk man down, had bought the centers, and had them on the way to our shops. By noon the hammers were running."

Trying to Please Everybody

The seat hog is not the only problem which our trainmen are up against. With passengers who violate the demands of common sense and consideration, often to the discomfort of people riding with them, it is some-

times difficult to know exactly what to do. Failure to remonstrate with those who are inconsiderate usually results in considerable discomfort to others. On the other hand, insistence that a passenger consider the rights and privileges of others, even though exercised diplomatically and in the most courteous way possible, sometimes develops a useless argument which accomplishes nothing but unpleasantness.

The ideal conductor or trainman is he who is blessed with an abundance of tact and good nature and who exercises them freely in the performance of his duty.

It is unfortunate that some of our veteran conductors still have occasion to complain of the attitude of pass riders; that they are slow in presenting their transportation, that they try to save seats in crowded trains for other pass riders, that they pile luggage on seats to the exclusion of pay passengers, etc.

It is related that one hot day recently a woman pass rider took a seat in the front of a coach, the smoking car being immediately preceding. She asked the brakeman to close the door because some of the smoke in the smoking car was coming into the day coach and was offensive to her. He objected to doing this because of the warm weather and the fact that he felt that the other passengers in the coach would be more comfortable if the front door was left open. The rebuke which the woman administered to the trainman did not help matters any, and the unpleasant episode made it very uncomfortable not only for the principals but also for all those around them who had to listen.

It has been found necessary on infrequent occasions to revoke the pass privilege of certain employees who did not know how to appreciate it.

Such occurrences are unpleasant not only for the employees in question, but also for the officials whose duty to the Company and whose interpretation of their duty to the customers of the Railroad, have made them take such action. The lack of consideration on the part of certain pass holders also sometimes makes it very unpleasant for the vast majority of our employees, who use their pass privilege judiciously and with full consideration of the rights of others.

Three Friends

There are precious few people in the world who can get along without friends. Fortunate is the man who has a friend or two that will stick through thick and thin. Times like these are a real test.

Here are three valuable friends. If you've got them, stick with them—treat them fair.

The first one is a Job. It's a real friend these days. Business has slumped, shops closed, jobs become scarce. The man with a job has a Real Friend. And real friends deserve good, fair, above-board treatment. If you talk mean about a friend behind his back, you're not a true friend of his. It's the same with a job.

The second friend is Health. It requires fair treatment to be kept on the list of friends. Health stays by us when we treat our bodies right—chew our food and choose our food, get plenty of fresh air and exercise, bathe and get enough sleep.

Third on the list, but not least in importance, is Optimism. Optimism sees the silver lining of the clouds, the doughnut as well as the hole, the sweet as well as the bitter, the good in people as well as the bad, the Future as well as the Past, the skies above as well as the dirt beneath. Optimism is a Spirit. You can have it without cost to yourself in money. And it's the most valuable of the Three Friends.

—The Barrett Trail



President Willard on Politeness

We recently told here the story of the messenger boy who went into a railroad office and, without removing his hat, abruptly addressed a young lady; and of her statement to the boy that his conduct was unbecoming and that when President Willard had had occasion to come into the same office, he had always removed his hat and kept it off as long as he stayed there.

This little episode was absolutely true in its detail. It occurred in the office of the MAGAZINE, and was published without having been seen by President Willard. After the issue containing it had been distributed on the Railroad he saw the item and asked the writer if it was just a story, or the report of an actual experience. On being told that it was an accurate report of something that had happened and in which he was a factor, he commented on it in this wise:

"I am glad the article was written because it represents exactly how I feel on that particular subject. I think I have always been more or less careful about removing my hat upon suitable occasions, but if I had not been I would have become very careful in that respect after an experience I had shortly after coming with the Baltimore and Ohio as assistant general manager in 1899.

"I hadn't been with the property long enough even to have met the president, Mr. John K. Cowen, who was, in all respects, one of the most magnificent men I have ever known. Of unusual size and stature, of wide repute as a scholar, and of the highest attainments in his profession of the law, he was at the same time a man of the most pleasing personality and graciousness.

"I was working at my desk one day when I glanced up and saw his commanding figure in the doorway. *Removing his hat*, nodding pleasantly and asking if I was Mr. Willard, he came over to my desk and talked for quite a while on the business of the Railroad. His manner was all graciousness, of a kind that few men are endowed with. When he had finished with me he walked over to the door, nodded a good morning, *then placed his hat on his head* and went his way.

"That, as I said before, was a lesson in deference from a superior to a subordinate that I didn't have to experience twice to learn.

"I don't like servility or foppery in connection with the matter of fact business which we are called upon to transact on the Railroad, nor under any circumstances. Yet I do like the evidence of good breeding and politeness. And the writer of the little episode in the MAGAZINE office exactly interpreted my feelings in this respect.

"When I go into any office on the Railroad, it is my invariable habit to remove my hat. It is the least mark of respect that I can show to the men associated in business with me. How can I expect the officers and employees of the Railroad to have a decent respect for me if I myself do not show the feeling of respect that I have for them?"

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
J. H. COULBOURN.....	Passenger Baggage men.....	Philadelphia, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

Motive Power Department

L. A. CATHER.....	Machinist.....	Fairmont, W. Va.
W. D. LENDERKING.....	Plumber.....	Baltimore, Md.
D. J. REID.....	Machinist.....	East Chicago, Ind.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

Maintenance of Way Department

IRA E. BAKER.....	Section Foreman.....	Kanawha Station, W. Va.
J. S. PRICE.....	Account Clerk.....	Newark, Ohio.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

Statement of Pension Feature

Employees who were honorably retired during the month of June, 1921, and to whom pensions have been granted:—

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Armor, Herbert S.....	Operator.....	Conducting Transportation...	Pittsburgh.....	43
Athey, Thomas B.....	Conductor.....	Conducting Transportation...	Cumberland.....	45
Carver, David F.....	Foreman.....	Maintenance of Way.....	Shenandoah.....	47
Cerchio, Pasquale.....	Flagman.....	Conducting Transportation...	New York.....	30
Emerson, Gustaves.....	Cooper.....	Conducting Transportation...	Toledo.....	32
England, Philip.....	Engineer.....	Conducting Transportation...	Cumberland.....	43
Goody, John C.....	Car Repairer.....	Motive Power.....	Illinois.....	15
Hopkins, Charles F.....	Storekeeper.....	Stores.....	Toledo.....	21
Houser, George P.....	Carpenter.....	Motive Power.....	Ohio.....	35
Jaco, John W.....	Boilermaker.....	Motive Power.....	Monongah.....	46
McDougal, Andrew J.....	Tool Room Man.....	Motive Power.....	Ohio.....	20
Pease, Frank C.....	Engineer.....	Conducting Transportation...	Toledo.....	35
Raney, James P.....	Section Foreman.....	Maintenance of Way.....	Baltimore.....	48
Robosson, John E.....	Engineer.....	Conducting Transportation...	Baltimore.....	36
Sigafoose, Benjamin F.....	Machinist.....	Motive Power.....	Baltimore.....	29
Stevens, Charles E.....	Agent.....	Conducting Transportation...	Chicago.....	36
Way, George W.....	Section Foreman.....	Maintenance of Way.....	Pittsburgh.....	36
Wilford, Albert.....	Millwright.....	Elevator.....	Baltimore.....	41
Wolfe, George W.....	Trackman.....	Maintenance of Way.....	Baltimore.....	45

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

During the calendar year 1920, \$342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to May 31, 1921, amount to \$4,409,351.60.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	Years OF SERVICE
Adams, Charles F....	Clerk.....	Conducting Transportation	Pittsburgh...	May 20, 1921.....	28
Beall, Richard H....	Engineer.....	Conducting Transportation	Newark.....	May 27, 1921.....	24
*Cooper, James.....	Carpenter.....	Maintenance of Way.....	Shenandoah..	June , 1921.....	20
Flora, Joseph S.....	Stevedore.....	Conducting Transportation	Baltimore.....	May 27, 1921.....	47
Host, Daniel L.....	Trainmaster.....	Conducting Transportation	C. & N.....	June 5, 1921.....	37
McDevitt, James.....	Engineer.....	Conducting Transportation	Philadelphia..	June 10, 1921.....	27
McSweeney, Daniel...	Laborer.....	Motive Power.....	Baltimore.....	June 4, 1921.....	44
Sears, George W.....	Cabinet Maker.....	Motive Power.....	Illinois.....	June 24, 1921.....	17

* Exact date of death unknown

Pensioners' Roll of Honor

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

GOLDSMITH—"The Deserted Village"

Hubert J. Smith

Hubert J. Smith, pensioned cabinet maker, was born in Centerville, Md., in 1851.

At the age of 19 he had learned the trade of coach body building. He continued in this work until he secured a position with the Harlan-Hollingsworth Company as cabinet maker.

In 1884 he entered the Mt. Clare Shops as cabinet maker. Shortly afterward he was placed in the upholstering shops as cabinet maker. This position he held for 35 years. He was pensioned on May 16, this year.

Mr. Smith has purchased a nice home through the Relief Department.

John W. Jaco

John W. Jaco was born on a farm in Preston County, W. Va., on December 13, 1852.

In 1880 he was married to Miss Alice Miller, who died six years later. In 1898 he was married to Miss Keturah Holt, who

died in 1903. In 1905 he was married to Miss Lillian Athony.

Mr. Jaco entered the service of the Railroad in 1872. His first work was with the Road Department, in making wooden splice blocks. From there he went to braking on the Cumberland Division, then back braking in Grafton yards, then on the Parkersburg Division. In 1880 he came to the boiler shop at Grafton. He was out of the service for two and a half years. Since then he has been at the boiler shop, until March 16, this year, when he was pensioned. Mr. Jaco met with several accidents while on the Road: his finger was cut, his toe cut off, his shoulder knocked out of place, and he fell off the tank, but each time he came up smiling. He says he has always tried to treat his fellows square and found that the Golden Rule always worked. He only regrets that he has not made a record of 50 years of service.

Philip Neudorfer

Philip Neudorfer was born in Chillicothe, Ohio, on January 1, 1854. He attended school and finished the eighth grade, then he

went to Kansas and worked at farming for 18 months. He returned to Chillicothe and entered the service of what was then the M. & C. Railroad as coppersmith apprentice. Here he has served ever since.

His wife is now dead; three children are living, one in Detroit, one in Athens, Ohio, the other at Chillicothe. This pensioner is loud in his praises of the Baltimore and Ohio. He was pensioned on May 13, this year.

George E. Heckathorn

The splendid record of 50 years of service and never late for work is the pride of George E. Heckathorn, who was placed on our pension list on May 13, this year.

Mr. Heckathorn was born on August 6, 1849. He entered the service of the Railroad in June, 1871, as car repairer at the old Hopper Shops, which were then located at Leadenhall Street and Fort Avenue, Baltimore. When these shops were closed, Mr. Heckathorn was transferred to Mt. Clare. Here he has filled various positions. Mr. Heckathorn has rounded out 50 years of service and has never been late once during that time.

James A. Mullin

Following is an extract from a letter received from James A. Mullin, pensioned machinist helper, Newark Division:

"Through our MAGAZINE I wish to thank the officials of the good old Baltimore and Ohio for their many kindnesses to me during my humble service with the Company since April, 1897, and especially those of the Re-

(Continued on page 43)



Baltimore and Ohio boys who have served the Railroad faithfully

Left to right, upper row: Hubert J. Smith, Andrew J. McCulgan, Andrew J. McDougal, James A. Mullin. Lower row: Philip Neudorfer, George E. Heckathorn, John W. Jaco



First Annual Outing of the Equipment Branch of The Baltimore and Ohio Railroad Valuation Department

By E. B. Pierce, Magazine Correspondent

ABOUT fifty of our members assembled on Pier 4, Pratt Street, June 11, at 8.00 a. m., where Equipment Pilot Engineer A. W. Norton, familiarly known in nautical circles around Baltimore as "Skipper," greeted us before boarding the yacht "Geisha."

James Garfield Russell arrived at the wharf in a taxicab, much to the amusement of all; in fact this and other humorous incidents, such as the sporty regalia exhibited, put us in good spirits and we were off to a flying start. The skipper soon donned his sailor garb, took charge at the wheel and we sailed away.

The notables present were "Admiral" Von Schutte of the German Navy, who, with "Clan" McCoubrey, the eminent Scotchman, made life for our party. "Lady" Barnes, sometimes called "Mother," "Prince Pilsen," "Lord" Stewart, "Count" Turner (you can always count him), the "Rev." E. B. Pierce, the Misses Tucker and Claypoole, were there; also Gilbert Murphy, our hero, the Emmerick twins, "Unk" Wilson and son; that's all.

The girls gathered in the cabin to feed the "Skipper" caramels; Miss Bryan, who

made them, was taken sick on deck and Mr. Baggs looked pale sitting beside her. He said he was equal to the emergency however. Strains of music could be heard on the upper deck as Murphy danced the goose step. Finally the delightful sail ended when we landed at the wharf at Fairview. Of course, we had our pictures taken, before but not after, and then prepared for the ball game, the biggest event on our program, between our married and single men. It behooves us to mention the fact now that Armstrong, Hendricks, "Uncle" Gimmel, and Porter stole away from the crowd to indulge in that exciting pastime, fishing. They showed up late for dinner.

Shutte started to pitch fast ball for the single men but weakened under the spell of Pilsen's hooting. Broomfield, for the married men, pitched steadily and the "Skipper" played like a veteran behind the bat. Russell played with a "regular" suit on and Turner, the college champion from the west, played close to the ground. No one distinguished himself except Pilsen. Price found a horseshoe in right field but the married men lost when Pierce tried to

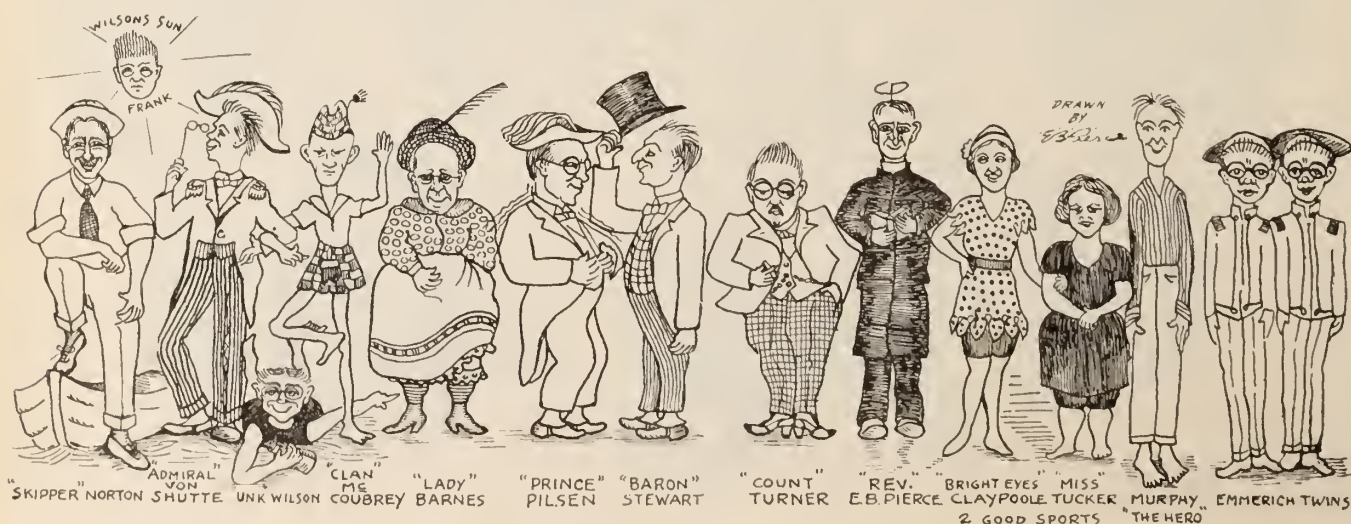
steal two bases instead of one. Final score 11-9.

Our appetites whetted by the fun, after Miss Minnie Claypoole, our official water carrier, had bathed us, we partook of a delicious chicken dinner in the cool dining room, thanks to the efforts of Stewart, our steward.

The athletic program began shortly after dinner and was most enjoyable, with running, jumping, three legged races, etc. The tug-of-war teams were evenly matched with some fat men and some lean on each side, until suddenly the rope broke and down went the large men, and the earth shook. Turner remarked that the ground was hard. Our skipper, always on deck and anxious to show his ability as a sailor, soon spliced the rope together again. These events ended with Frank Wilson, J. G. Russell and McCoubry showing supremacy. It's marvelous the strength Russell displayed in a baseball suit, with the girls looking on. 'Twas nothing for him to hold several men on his chest.

For those who cared to participate, water sports were next on the program. Some preferred to dance, others fished and many rested. Miss "Minnie-ha-ha" Claypoole took the lead and was soon spotted in her quite becoming bathing suit with Miss Ruthie Tucker. Oh me, oh my! Quickly the card players, McCoubry, Price, Shutte, Roberts, Turner and Mr. Norton, followed suit while "little Ruth" splashed in the water and played around with a rubber doughnut or inner tube, contenting herself with making the tide come in.

Just before our evening meal, the only time our party was quiet, a small girl tried to jump on our boat from the wharf, missed her footing and landed in the water between boat and wharf. Murphy sensed the situation at once, realizing her great danger, and jumped in after her with all his good clothes on. When she finally rose to the surface Murphy pulled her out with difficulty and said he thought she never would come up. Surely he saved the little girl's life.



Our Notables at Fairview on June 11, at the Outing of the Equipment Branch of the Valuation Department



At the outing of the Equipment Branch, Valuation Department, Fair View, on June 11

About this time the five "reel" fishermen, wearing a look of satisfaction, made an appearance with the day's catch, a mess of small fish. "Mother" Barnes had his camera and took a picture of the small fry, I mean the fish.

When we all gathered for supper, Mr. Norton suggested we give three cheers for Gilbert Murphy and present him with the swimming prize for his forethought and bravery in rescuing the little child. The suggestion was adopted unanimously. The poor fish game was played during our evening repast. The object was to present everyone with a souvenir of the occasion. "Skipper" Norton received a toy boat. Shutte was made master of schooners and warned to steer clear of bars, while "Baldy" Baker accepted a hair net. Someone was knocking when they presented Turner with a little toy bull and "Unk" Wilson, the small tool man, with a hammer.

We soon sang our supper down and just before our trip up the bay in the moonlight, "Prince Pilsen," with Miss Claypoole helping, gave an exhibition of shimmy dancing that was hard to beat. On the boat, ice cream cones were served, and dancing and more dancing indulged in, until suddenly a thunder storm arose. The boat

pitched furiously, lightning flashed continuously. (Some were sick, especially those who lost playing dominoes and poker below.) We thought sure the boat was in danger until Shutte shouted, "Have not a fear men and girls; the boat wharf is in

sight; our faithful skipper has piloted us through the storm safely back to Baltimore."

When we finally landed all gave three cheers for "Skipper" Norton and the boat's captain, then made for home, tired but happy.

Married—Single Ball Game the Big Hit at Outing of Office, Auditor Coal and Coke Receipts.

By John Limpert

Magazine Correspondent

THE fourth annual Field Day for the employes of this office and their friends was held Saturday afternoon, June 11, at Maryland Park. Quite a large number were on hand and had a delightful time.

As usual, the most interest was centered in the ball game between the married men and the single men. "Hughie" Poole had the "young sprouts" in charge and performed wonders. As a baseball manager, friend Poole has a great future behind him. With the firm intention of putting the guffus to the long winning streak of the married men, "Hughie" ordered his charges out for secret practice about four weeks before the game and about three or four times a week. Things were apparently in apple pie order, with a first class battery, sterling infield and a hard hitting and fast outfield. And with all the practice, never a word about the "Find" in the way of a pitcher who was going to make the married men look foolish. While all this preparation was going on, never a practice did the married men have; in fact, at least six are willing to make an

affidavit that they had not thrown a baseball this year previous to participation in the game. So knocking all hopes of an alibi on the coco, the teams squared off for action, with the single men on the field. "Wee" Johns, who proved to be the dark horse, undertook to serve up the shoots to Tolson. Johns is built very much like our old friend Burns, and as a pitching possibility, is in about the same class, which is minus.

The day was sweltering and at game time clouds began to gather. The first married man up struck out. This was a signal for great demonstrations. Wild cheers and great predictions were made. Next man up got his base on balls; ditto next. At this point there was a decided depreciation in the cheering and friend Johns began to wear a worried look. Brauer then clipped one on the nose for a single and brought a run in. Limpert busted one on the seam for a double, sending in two more. "Old Man" Spedden followed with a single. Johns tried to dust off "Kid" Maccubbin and plunked him on the arm. This appar-

(Continued on page 38)



They stooped but the camera caught them

Employees Who Are Taking the "Curt" out

They Met President Harding in Washington

Forty-five Clevelanders Say Baltimore and Ohio Gave Them a Perfect Outing in Capital City

AN ALL-EXPENSE party tour of 45 people from Cleveland to Washington and return was handled on June 20-26 by our Passenger Department under the direction of J. G. Strickenburg, district passenger agent, Cleveland. F. M. Brown, traveling passenger agent, accompanied the party, which thought so much of the fine personal service he gave them that he went back to Cleveland richer by ownership of a very handsome umbrella, the gift of the members of the tour.

In Washington and environs most of the many side trips made by the party were handled by motor busses and despite the very hot weather, every minute of the stay was enjoyable. The short visit with President Harding was an unusual pleasure given these visitors to the Capital from his home state.

On the return trip Miss Eleanor Margaret Freeland, of the *Cleveland Plain Dealer*, whose articles during the Republican national campaign, conducted from President Harding's home in Marion, were widely circulated under the caption "The Girl Next Door," prepared the letter of appreciation to the Baltimore and Ohio.

The Baltimore and Ohio certainly feels fully repaid for the splendid service and personal attention given this party, in being able to reproduce here the following unusual testimonial of their appreciation:

A Bow to the Baltimore and Ohio

We, the people of the Baltimore and Ohio party visiting the nation's capital, being of happy mind and body, filled with fried chicken, delicious salads and dainty delicacies, invigorated by cool breezes blowing through our lovely, comfortable rooms and suites provided by the Hotel Cairo, with roses and carnations in our buttonholes and boxes of candy under our arms, do hereby pause in our whirl of interesting sight-seeing, to make a bow and express our satisfaction and appreciation to our hosts, Mr. J. G. Strickenburg, division passenger agent, and Mr. S. M. Brown, our personal conductor, for all these many courtesies and comforts, the pleasure of an instructive and interesting tour of sight-seeing in and about Washington, for automobile rides and boat trips, the provision of capable guides, the thoughtful care of baggage and all the otherwise annoying details of travel, and most of all, for the personal interest and care extended to each and every guest.

Three cheers for the Baltimore and Ohio! (Signed)

Isabelle Virginia Freeland, *Cleveland Plain Dealer*, Cleveland; Eleanor Margaret Freeland, "The Girl Next Door," Marion; Dr. and Mrs. W. F. Emery, Ashland; Mr. and Mrs. E. H. Ford, of Ford's Auto Sales, Ashland; Mr. and Mrs. B. L. Rigel and daughter Jeanette, 1417 Lakewood Avenue, Lakewood; Mrs. S. Peterka and Edna Peterka; A. M. Smith, Cleveland; Mary E. Alexander, Toronto; Lillian B. Culp, Toronto; Hilda Lebold, Bolivar; Margery Brandt, Scio; Flora Brandt, Scio; Mabel Culp, Toronto; Mrs. Watterson and Miss Laura Watterson, 1432 W. 74th Street,

Cleveland; Miss Florence B. Tilt, 7103 Detroit Avenue, Cleveland; Miss Helen Hart, West 85th Street, Cleveland; Mrs. C. A. Hopper, Gladys Avenue, Lakewood; Mrs. Myrtle E. Grigsby, 727 Garfield Street, Akron; Antoinette Larson, 412 N. 3d Street, Montevideo, Minnesota; Mr. and Mrs. Charles H. Hasse, 1372 Webb Road, Lakewood; Bess Norton, Lodi; Genevieve Clement, 1517 Grand Avenue, Superior, Wisconsin; Loretta M. Sonnhalter and Hilda I. Sonnhalter, 14 N. Cedar Street, Massillon; Laura B. Clemens, 1616 Wellman Street, Massillon; Elizabeth McManis, 672 Bowery Street, Akron; Inez Mann, 27 N. Forge Street, Akron; Mrs. Elizabeth S. Dodger, 7925 Olivet Avenue, Cleveland; Katherine Burke, 1408 E. 112th Street, Cleveland; Beulah Eason, 436 Columbus Avenue, Bellefontaine; Bessie M. Corlett, 8706 Tioga Avenue, Cleveland; M. Grace Milne, 9903 Pierpont Avenue, Cleveland; E. A. Schaber, 448 Weeks Street, Akron; A. Anderson, 52 Olive Street, Akron; A. J. Schneider, Winesburg; Irene Schulte and Edna Schulte, 2128 W. 38th Street, Cleveland; Louise Schlosstein, 2186 W. 28th Street, Cleveland.

Assistant Baggage Agent J. W. Robertson

April 30, 1921.

Mr. J. B. Dodd, Baggage Agent, Cumberland, Md.

Dear Sir—When in Frederick Wednesday, Mr. J. M. Crouch, a traveling salesman who had heard I was in town, asked to see me, and said that he wanted to commend the night baggage agent who so nicely accommodated him in checking his baggage so he could make No. 10. This he very much appreciated, as he was late in reaching the room, and said that the baggageman would have a perfect right to decline to check the baggage if he had chosen to be unaccommodating.



Educational Vacation Tour from Cleveland, Ohio, on visit to

of "Courtesy" on the Baltimore and Ohio

Mr. Crouch also remarked that the Baltimore and Ohio was to be congratulated upon the splendid personnel of its baggage-men, as they were generally most courteous and obliging wherever he went, and that this was one of the reasons he always favored this Company with his patronage wherever it was possible for him to use our rails.

Such a compliment as this, coming entirely unsolicited, is certainly most pleasing and gratifying to me, and would like the assistant baggage agent to know that the Department greatly appreciates it.

(Signed) J. P. DUGAN,
General Baggage and Milk Agent

All Along The Line

Coal Operators Bureau

Huntington Bank Building,
Columbus, Ohio.

May 3, 1921.

MR. B. E. WHITE, District Passenger Agent,
Baltimore and Ohio R. R.,
707 New Hayden Building,
Columbus, Ohio.

My dear Mr. White—As you are aware, I took sick on December 6, and was very, very ill, and it was thought advisable to send me to French Lick Springs. Now I want to write and tell you how nice your people were to me both to and from the springs.

At the Union Station here, they were kind enough to get me into my drawing room early and made me very comfortable.

On my way home, when I arrived at Mitchell, they had the drawing-room ready for me, which made me comfortable to Cincinnati. At Cincinnati the sleeper was not ordinarily put in the depot until about ten o'clock, but your depot managers saw to it that the car was placed, the heat turned

on and my drawing room made up, so that I was in bed at a quarter after nine.

The conductors on the train and all employees were very kind and considerate, and what they did for me was much appreciated by me and my friends. We are all boosters for the Baltimore and Ohio Passenger Department, and assure you that when it is possible to use your lines, they will be given preference over all others.

With kind personal regards, believe me,
Sincerely yours,

(Signed) J. M. ROAN,
Commissioner

Employees Most Courteous

MUDGE & COMPANY

Manufacturers-Railroad Equipment,
General Offices-Railway Exchange.

CHICAGO, May 11, 1921.

MR. S. U. HOOPER, Superintendent,
Baltimore and Ohio Railroad,
Garrett, Indiana.

Dear Mr. Hooper—I want to thank you for stopping the west bound train for me Monday night at Wawasee.

During the summer I make week-end trips to and from Wawasee, and I think without an exception the trains crews with whom I have come in contact, have been unusually courteous and accommodating to Mrs. Sinclair and myself as well as to my friends who ride back and forth. I have ridden on a great many Railroads in the United States and I have yet to find a Road whose employees are as courteous and accommodating as they are on the Baltimore and Ohio.

I mention these things because it must be the result of a certain policy of management,

and as most of my riding is done on the division under your charge, I thought you would like to have me tell you this.

(Signed) ROBERT SINCLAIR,
Executive Vice President

"The Baltimore and Ohio Will Be Our Preference"

Washington and Jefferson College

Washington, Pa.

Department of History and Political Science
J. C. McGregor.

May 6, 1921

MR. W. D. HANCHER, Agent,
Baltimore and Ohio Railroad,
Washington, Pa.

My Dear Mr. Hancher—I wish to take this opportunity of thanking you for inducing us to use the Baltimore and Ohio Railroad on our recent trip to Washington, D.C. It is impossible to conceive of a transportation company doing more for the comfort of its patrons than the road you represent did for us. The coach assigned us was the finest I have ever ridden in; the service was beyond reproach; all the employees with whom we came in contact were courteous gentlemen, and I want especially to pay tribute to Mr. Foust, traveling passenger agent, Pittsburgh, whose accommodating spirit and desire to please were in no small degree responsible for the success of our trip.

It is scarcely necessary for me to say that next year when we are planning to repeat the trip the Baltimore and Ohio will be our preference.

Very truly yours,
(Signed) J. C. MCGREGOR



President Harding on the White House grounds, June, 1921



all right, only having given three bases on balls, allowed seven hits, struck a batter, thrown one ball over the grand stand, one under it and made two errors. "Snitz" Snyder then went in to pitch and in order to encourage him a little, not to say anything of being nearly exhausted, the married men went out in one, two, three order. The singles got a run in their half of the third. Two more were pushed over by the benedicts in the fourth and with the score standing at 9 to 1, it was decided that the poor boys be allowed a little fun and they were permitted to score six runs in the last half of the fifth, putting it at 9 to 7. The little boys again began to throw out their chests, claiming they would forge into the lead the next inning. This illusion was also shattered when the Hubbies pushed over four more in the 6th, thus completely taking all the fight out of them; and, being leg weary, arm sore, short of wind and many other



Auditor Coal and Coke Office Outing

(Continued from page 35)

ently was too much for J. Pluvius, who kindly opened the skies and let the rain descend for about five minutes. It was a good thing that Umpire-Coach Poole was not a bench manager during the attack, because in all probability he would have had to buy another pair of trousers; as it was, he only had to buy another pair of shoes, as he wore one pair out pacing up and down behind his "great" pitcher.

After the rain stopped, play was resumed, but sad to relate, the shower of base hits was not over. After several more hits and two runs, the married men, beginning to feel the strain, allowed themselves to be put out.

The single men went out in one, two, three order in their half. Then the parade started again and two more runs were scored by the married man in the second inning. At this point "Wce" Johns was "pulled," after considerable protesting that he was



Employees of the office of the Auditor of Coal and Coke Receipts and their friends at their Annual Field Day Outing. Above, the victors in the big game; the married men. Below, the losers; the single men

things, not to mention the fact that the Assistant Auditor W. B. Dudderar was complaining of writers cramp, trying to keep tab on base hits and runs, a halt was called and attention was turned to the rest of the program. Every man on the married men's team got a hit, while Schuster, Brauer, Limpert, Spedden and Lehman got two each. Seven hits were made by the single men. "Al" Lehman struck out seven while Johns and Snyder only had two between them. The line up was as follows:

Married Men: Shakspeare, 3b; Schuster, s.s.; Landerkin, c; Brauer, 2b; Limpert, 1b; Spedden, r. f; Maccubbin, c.f; Pritchard, l. f; Lehman, p.

Single Men: Lutz, 2b; White, 3b; Snyder, s. s.-p; Atwell, 1b; Spurrier, r. f; Luken, l. f; Massicott, c. f; Tolson, c; Johns, p.-l. f;

Score—Married Men 13; Single Men 8.

New Castle Division Veterans and Employes Combine for Big Picnic at Brady Lake

By J. A. Jackson,
Magazine Correspondent

THE first annual outing of the New Castle Division employes was held at Brady Lake on Saturday, July 9, in connection, with the annual meeting of the Veterans' Association.

Early Saturday morning found jolly crowds of employes and their families wending their way to the various railway stations along the Division, all bent on boarding the early trains to take them to the beautiful park. More than two thousand were in attendance. This was one of the largest gatherings of Baltimore and Ohio employes and their families on the New Castle Division.

Arriving at the Park in the early hours of the morning, a royal welcome was extended to the picknickers by the tenants of the summer cottages, which line the entrance to the Park, and no time was lost in seeking out the various places of amusement which were placed at the disposal of the committee in charge for the day. Bathing, boating and dancing were the favorite amusements for the younger set, while the kiddies and their mammas were frequent patrons of the merry-go-round, roller-coaster and the sand beach. Horse shoe pitching, bowling and swimming were the favorite pastimes of the men; but the feature of the day, for everybody, was the big "EATS," served at noon in the beautiful grove which is especially adapted for this purpose. The way the "EATS" disappeared would lead you to believe that everybody was possessed with the idea of seeing who could store away the most food.

The "EATS" being disposed of, everybody hied to the baseball park, where a fine program of athletic events had been arranged. These included fat man's race, running race for boys under 15 years of age, running race for girls, shoe race for boys, young ladies race, and three legged race.

The other races and contests resulted as follows:

Juvenile 75 Yard Dash for the little girls—Winner, Anna Bickel; Juvenile 100 Yard Dash for the little boys—Dead Heat, "Jimmie" Spedden and Young "Al" Lehman; Ladies' Gold Digging Contest—Winner, Miss Edith Garner; Misses' Juvenile gold digging contest—Winner, Anna Bickel; Boys' gold digging contest—Winner, Young "Al" Lehman; "WEENIE"-EATING CONTEST—W I N N E R — "French Meditation" Gartrell—22 Hot Dog Sandwiches; Men's 300 Yard Dash—Winner, W. H. Brauer; Second—Snyder.

Once more we take our hats off to Messrs. Spedden and Brauer for their kindness in not only permitting us to use the ball park, but in actually providing ice cream, soft drinks, bis-mac and hot dogs in abundance.

All the games were hotly contested, and the winners were awarded handsome prizes, donated by the Veterans Association.

At 2.30 p. m. the big ball game between the clerks and the staff officers was called. Mayor Barnes of New Castle, a special guest of the day, handled the indicator for the first inning; his decisions gave evidence of his early experience in umpiring during the days of the old "Neshannocks." "DOOK" Morrissey was selected to do the twirling for the pencil pushers, the selection being made on the strength of an unconfirmed rumor that he had at one time during his youthful career won a ball game. After the smoke of battle had cleared away in the first inning, and the staff of skilled accountants had counted 7 runs and 9 hits on the score board, the "DOOK" was derrick in favor of Glenn, who fared little better than his predecessor, as the staff officers had sworn vengeance on the clerks for the many insults heaped upon them during the week preceding the game, and continued their attack unmercifully, battling the offerings of Glenn to all corners of the lot, and piling up a score of 18 runs to the clerks' 9. Road Foreman of Engines J. L. Shriver was on the mound for the staff officers, and Superintendent D. F. Stevens donned the mask behind the bat. Both performed like big leaguers, and, as they were heard to remark after the game, would not ask for anything better than to eat up the clerks' team every morning before breakfast. Trainmaster C. P. Angell on third played a bang-up game, and landed on one of Glenn's fast ones for two bases.

The clerks were clearly outclassed in every department of the game, the well deserved victory going to the staff officers. It was a tired but happy crowd that all too reluctantly wended its way back to the homeward bound train, all satisfied that

the day was one of the most enjoyable they had ever spent, and all hoping that the next annual outing will be as successful. Credit is due the following committee: C. P. Angell, chairman; W. W. McGaughey, R. E. Pyle and E. H. Meckstroth. The Veterans' committee was composed of: G. W. Taylor, chairman; W. P. Kennedy, S. H. Rhoads, G. H. Hammer and F. C. Green.

Line up of the ball game:

CLERKS	R	H	E
Monica, c. f.	1	1	0
Geddis, r. f.	2	2	1
Glenn, 3-p.	1	2	0
Eilbeck, 2-3.	1	1	1
Updegraph, 1.	0	1	2
McWilliams, ss.	1	1	1
Bollard, l. f.	1	0	0
Burnett, c.	2	2	0
Morrissey, p-2.	0	0	0

STAFF OFFICERS	R	H	E
W. H. Yeager, 3-c.	2	2	1
D. F. Stevens, c.	1	1	0
N. R. Butler, 2.	2	2	0
J. A. Tschuor, 1.	1	1	0
J. A. Phelps, ss.	2	2	0
O. L. Murphy, l. f.	2	3	1
H. F. Schwab, c. f.	2	2	1
C. M. Trussell, r. f.	1	2	0
J. L. Shriver, p.	1	3	0
C. P. Angell, 3.	1	2	0
C. C. Robinson, ss.	3	3	1

Summary—struck out; by Shriver 6, by Morrissey 1, by Glen 2. Three base hit, Shriver; two base hit, Angell, Stevens, Murphy, Tschuor. Stolen bases; Angell, Tschuor, Yeager, Geddis. Hits; off Morrissey, 9 in one and one third inning; off Glenn, 14 in five and two third innings. Umpires, Mayor S. A. Barnes, "Joe" Williams, J. A. Jackson. Time of game, 2 hrs.

Heard in the Bleachers

Trainmaster C. P. Angell, despite his 225 pounds, "done some tall sprintin" in the 4th inning, when he stretched his drive down the third base line into a two sacker.

"Dook" Morrissey's tears almost turned the water in the lake salty when he was knocked off the mound in the second inning.

Geddis, Bollard, and Monica, outfielders for the pencil pushers, were run ragged, chasing the long drives from the bats of the staff officers.

Superintendent D. F. Stevens showed that he has not forgotten how to play the great Americam game; he caught the bend-ers of Shriver like a big leaguer.

"Big Jim" Glenn, who relieved Morrissey in the second, was seen to offer a prayer as he stepped into the box, but outside of that and the glove he had on his hand, nobody accused him of having anything.

"Joe" Williams handled the indicator, and not one kick was registered by either side. His famous "strike 'tuh'" made a big hit with the crowd.

Yeager, Butler, Tschuor and Schwab certainly had Morrissey's number in the first inning, when they each smacked the old pill for extra bases.

"Jack" Shriver knew what he was talking about, when he said the Kids would keep

their mouths shut. Not a word has been uttered by any of them since the old timers showed them up.

Trussell, Phelps and Murphy had a big day both at bat and in the field, but they were just living up to what they said they would do. How about that Morrissey?

"It was some Picnic, and you can bet your boots we're not going to miss it next year." That is the way those attending were heard to express themselves.

Three cheers for the officers of the New Castle Division! It was they who planned the outing, and everybody showed appreciation by being on the grounds early. Come again. We just love to go to the Baltimore and Ohio Picnic.

Big Doings at Annual Outing of Office of Auditor Merchandise Receipts

By P. Henry Starklauf

Magazine Correspondent

OUR annual outing was held Saturday afternoon, July 23, at Miller's Park, Dundalk. As per schedule, at 1.05 p. m., five chartered cars were filled with many of our force and their families, sweethearts, etc. Horns and balloons were distributed to all the kiddies, big and little. On arriving at the park, light lunch and ice cream were served.

Twenty splendid dance numbers were rendered by Prof. F. W. Lieder's Maryland State Orchestra. How the youngsters stepped off the foxtrots. And those not so young went at the old time waltzes as though they were young.

There were attractions for all ages and sizes in abundance, and that everybody was made happy is due largely to the



Among those present at the Outing of the Office of Auditor Merchandise Receipts, July 23

excellent management of James W. Collars, assisted by Messrs. Kroeger and Weber.

Among those of the official family present were: George M. Shriver, senior vice president; J. S. Murray, assistant to president; J. J. Ekin, comptroller; F. A. Deverell, W. D. Owens and J. P. O'Malley, assistant comptrollers; T. C. Roberts, chief clerk to president; W. E. Rittenhouse, C. G. Pollock, C. H. Poumairat and L. A. Lambert, auditors; L. M. Grice and W. Dudderar, assistant auditors.

The ball game between the married and the single men resulted in victory for the better halves, score 2 to 0. The reason for this was the spectacular twirling of "Jimmie" Scharf.

Buffet luncheon was served at 6.00 p. m. by John Bopp and his staff, and how we did enjoy it out in the open under the shade of the oaks with the waters of the beautiful

Patapsco just ahead! Mr. Bopp has our hearty thanks.

The committee to whom praise is to be accorded for their untiring efforts in a most successful outing are: R. E. Mitchell, chairman; A. F. Beck, E. R. Childs, J. W. Collars, H. E. Doron, G. L. Donoho, C. W. Feinour, O. N. Goudy, J. F. Hornick, R. B. Hall, F. O. Kemp, F. J. Kroeger, J. C. Mullinix, F. J. Kelly, F. Otto, A. M. Seldner, G. Slack, H. F. Schneider, O. E. Weber and A. L. Wagner.

It is hoped that members of our organization will bear in mind the various firms who were kind enough to favor us with an "ad" in our program of events, thereby assisting us in making this affair a big success, and return the compliment by their patronage.

The events and their results are given in the following table:

EVENT	QUALIFICATIONS	PRIZE	WINNER
A—Children's race....	Girls 9 and under....	Large red ball.....	Helen Starklauf.
B—Children's race....	Girls over 9 and under 15.....	Kewpie doll.....	Anna Givvines.
C—Children's race....	Boys 9 and under....	2 large blue balls....	Paul Hohman. G. S. Moore Jr.
D—Children's race....	Boys over 9 and under 15.....	Tennis ball.....	Harry Hohman.
D (a)—Children's race.....	Mixed race—boys and girls.....	Tennis ball.....	Miss H. Manning.
E—Base running contest.....	Thin men.....	Silk tie.....	Victor Walters.
F—Base running contest.....	Fat men.....	Silk hose.....	F. A. Deverell.
G—Foot race.....	Ladies.....	Stieff silver bar pin..	Mrs. H. A. Huetcher
G (a)—Feature race....	J. P. O'Malley and F. A. Deverell....		F. A. Deverell.
H—Potato race.....	Open to all.....	2 pounds Martha Washington Candy	Victor Walters.
I—Bag race.....	Open to all.....	Fountain pen.....	Stuart Fuld.
J—Three-legged race..	Open to all.....	2 Eversharp pencils.	Arthur Barget. M. W. Foster.
K—Blindfolded walking race.....	Open to all.....	4 oz. Azurea perfume	Mrs. H. A. Huetcher
L—Bowling contest....	Ladies.....	Stieff bonbon spoon.	Mrs. Fred Otto.
M—Bowling contest....	Men.....	Pen knife.....	Harry Schalizki.
N—Ball throwing contest.....	Children 9 and under.....	Rubber ball.....	Earl Mirchell.
O—Ball throwing contest.....	Children over 9 and under 15.....	2 Tennis balls.....	Anna Givvines. Frank B. Weber.

Miss Margaret Grammes

(Continued from page 4)

"And you get a \$1,000 trousseau as a prize?" we suggested.

"Yes, and \$500 worth of merchandise. This just means that I'm going to have some clothes this winter that will be just a bit better than I'd have otherwise. No, I don't expect to use the trousseau right away," she laughed. "I'd been looking for some excitement for a long time. Now I have it.

"I certainly appreciate the manner in which my Railroad friends have treated me, particularly those of my own office. I like to travel and I think it's splendid to be able to travel on a pass. Then, too, since I won out in the Beauty Contest, the folks at the office have been exceptionally kind. I have had time off when I needed it. My friends gave me a most wonderful basket of flowers

on the morning after the contest, and sent me home in a taxi. Oh, I'm just full of praise for the Baltimore and Ohio. I have never worked anywhere else, for I like it here."

Miss Grammes consented to have our photographer make several pictures of her. When she visited us, she wore the little green voile dress which she wore on the occasion of the meeting at the Belvedere.

"She made it herself, too," supplemented her brother, "and that's the prettiest part of it. She makes nearly all of her own clothes and hats."

"Yes," went on Margaret, as she turned her large brown eyes admiringly toward her brother, "everybody wants me to wear this dress so they all can see it. Pretty soon it

will come to the point where I'll have to wash and iron it every night so that I can wear it on the next day."

"Do you like housekeeping?" we asked.

"Not particularly."

"Oh, but she makes the grandest fudge, and cake, too," chimed in her brother again. He, by the way, is a Baltimore and Ohio employe, too.

"No," she continued, "I am not especially fond of housework; I like outdoor sports, swimming, canoeing, tennis, hiking, and—" "Eating!" finished Brother triumphantly.

The following extract from the *Baltimore American* will give a further idea of what the judges thought of Miss Grammes. Among the judges were Henry Hutt and James Montgomery Flagg, who made pen sketches of the prize winners.

A Little Wood Nymph

Margaret Grammes, to whom the judges awarded the first prize, might have been a little wood nymph in her cool little frock of reseda green, which acted as a foil to a clear, beautiful skin, lovely dark brown eyes and hair that waved back naturally, without any apparent coaxing and fixing, from a fine forehead.

She did not stand out immediately when the judging began and the ranks were still full. There were many there whose beauty was a little more insistent to the casual observer. Miss Grammes has the kind of beauty that grows upon you. She was not the first or second or even the third choice of the judges during the first promenade before them. But as the ranks began to thin out when an intensive study had to be made of each form and face her beauty proved a magnet that instinctively and more and more often drew the eyes of the judges toward where she sat or stood.

Unused to Posing

There was more sophistication, more art and poise shown by some of her rivals. The very fact that she was so unspoiled, so girlish and natural, so unused to posing, it is believed, won for Miss Grammes the golden apple of the first choice. She will be arrayed in glistening white satin as a bride at the Fashion Show, and one has only to think of the soft, dark eyes and hair, the sweet mouth, the beautifully drawn lines of nose and chin and forehead to realize that the picture will be one of unquestioned loveliness.

The Fashion Show was held in the Fifth Regiment Armory, Baltimore, from August 9 to August 19, and thousands who saw Miss Grammes declared her to be all that the judges acclaimed her—sweet, unsophisticated, lovely—and certainly most fitted of all who took part to portray the ideal American bride. Other girls of the pageant smiled, but the beauty of our little prize winner needed no smile to enhance it. With the grace and stateliness of a queen, gowned in white satin, Miss Grammes presented a picture that made many a girlish heart in the audience throb with the hope that they, too, might appear as lovely and fresh on a certain eventful day as did this maid from Fairyland.



Fun a Plenty at the Grafton Picnic, an' I Wuz on the Inside, Lookin' Out

By Aunt Mary

OLD Deacon Persimmons useter own a old white mule named Jinny. Now, when Jinny took a notion to go, she'd go or bust. But when she made up her mind to stop, stop she would. You could build a fire under her an' she'd jest move outen the blaze; you could beat her hide 'till it was raw, an' all she'd do wuz kick up her hind feet; but oh, if you'd ever hold a armful of hay in front of her, or a couple of ears of corn, old Jinny would foller you to the end of the world! Now sometimes my Ezra 'minds me of Jinny. I kin beg an' plead 'till doomsday fer a new dress or a kitchen range, an' he won't listen; but if I set a rattlin' good dinner in front of him, he allers comes across.

Last pay day, when Ezra come home from work an' wuz gittin' washed up fer supper, he sez: "Mary," sez he, "I wisht I had time to go to that picnic at Grafton."

"When's it goin' to be?" sez I, turrrible curious.

"Next Saturday, the twenty-third."

"O, then I kin go, pervidin' you gimme the money to buy a new frock."

"There you go ag'in," sez Ezra, bristlin' up like a Tom cat an' knockin' the ashes outen his pipe agin' the side of the rockin' chair, "you allers wantin' somethin.' Wisht I hadn't said nothin' 'bout the picnic."

"Shame on you, Ezra Hezekiah Simpkins Creosote!" sez I. Then a thought struck me. "Come on in," I adds, "supper's ready."

"Jiminy! but them cabbages smells good," he sez as he picks up the knife to carve the ham. I held my peace. Presently he sez: "Whar'd you get them new per-tatoes? They sure are jim dandies."

Still I kept quiet.

"Mary," he went on presently, "if you git this twenty dollar bill changed, I'll give you half of it—" I opened my mouth in astonishment.

"—an 'another twenty, if that'll help you out. An' I reckon you might as well go to

Grafton, if you wanten. Give my best regards to all the folks up there."

So that's how I come to go.

I reckoned that we had a big crowd there last year, but that warn't nothin' to the folks that crowded in Grafton Park this time. There wuz grandmothers an' grand-fathers, great-grandmothers an' great-grand-fathers, husbands an' wives an' children; some little babies what wuz too little to know what wuz goin' on except that fer that day, life wuz one grand feed after another.

The park itself wuz in splendid condition fer a picnic, clean as yer ma's parlor carpet, with plenty of green grass to set on. There wuz water bareils full of real ice water, an' barrels to hold the trash sech as chicken bones an' ice cream plates. Fer the children there wuz a set of big swings, a slidin' board, an' a merry-go-round, all with white sand spread underneath of 'em. The children had the time of their lives, jest as Mayor Cather an' the city commissioners of Grafton intended they should when they put in all these improvements.

Special trains come from Fairmont, McMechen, an' Parkersburg an' brought folks from every direction, not only Veterans, but Railroad folks an' their friends. I dunno jest how many wuz there, but I reckon as how it would be safe to say there wuz about 3,000 to 3,500.

The young folks wuz druv clear off the dancin' floor, fer Ma an' Pa wanted to dance; likewise Grandma an' Grandpa. The younguns took to the water like fish, an' sech swimmin' an' divin' you never secd. Then there wuz the canoes an' row-boats an' a ferry to bring folks across the river.

Most as soon as the folks arrived at the park they commenced thinkin' about some-thin' to eat. Fires wuz built an' coffee pots wuz set a-bilin', an' everybody whet up their appetites fer the dinner that follered. Chicken? Fer once in my life I had all the livers I wanted. Judgin' from the invites I

got to dinner, I musta looked like a starved tabby cat. I wisht I coulda e't all of 'em, but that one I had with the Keane's filled me nigh on to bustin'. Bless my soul, I could tell you all of the other good things we had, but I don't wanten make them folks feel bad what couldn't get there.

About half-past two o'clock, the speakin' begun. Mrs. J. M. Garvey, wife of the Grand Vice-President of the Veterans, gave a splendid talk to the women about joining the Ladies' Auxiliary to the Veterans' association. There is now over 1,800 members of the Ladies' Auxiliary, an' a lot of 'em wuz present to hear Mrs. Garvey, an' they all sez as how they enjoyed her talk. She sorter reminded me of our Sister Shipley, president of the Baltimore Ladies' Auxiliary, when she talked about wimmen's rights an' sich things.

Superintendent Holverstott wuz the next speaker. He brought with him Mr. Scott's regrets at not bein' able to be present at the picnic. He sez also as how proud he wuz to be a Veteran, a Monongah Division Veteran, an' a West Virginia Veteran. He told the folks to enjoy theirselves an' sez he hoped they'd all be together again next year.

Mr. Garvey then took the stand an' give a sorter record of his stewardship in organizin' the chapters of Ladies' Auxiliaries an' Veterans' Associations. He sez as how he was anticipatin' the fact that wimmen will soon be the governin' power. He appealed to every Veteran to get busy an' get freight an' passenger business for the Railroad. He sez that there's a financial crisis all over the U. S., an' this is one way that the Railroad can help overcome it. He then paid a fine tribute to the Baltimore an' Ohio an' the folks who work fer it.

Then comes Brother George Sturmer with his coat off like as if he wuz ready to go to work. He told the folks that he believes in solid comfort an' everybody sez, "Amen." Mrs. Garvey she had said that wimmen never grow old. Mister Sturmer up an' sez that when he looked at the men-folks gathered there that he didn't believe that men growed old neither. Then he went on to say that the Baltimore an' Ohio ain't only progressin', but that she's been a-teachin' other railroads, too. He told about the meetin' at Columbus, Ohio, where so many of the folks what are now Veterans in another railroad got their start on the Baltimore an' Ohio. Then he spoke of meetin' a engineer an' his wife on the train that mornin' who wuz the parents of five sons, all Baltimore an' Ohio men. He sez the Railroad wuz proud of such folks an' wished ther wuz lots more like 'em.

He sez that the Baltimore an' Ohio did more to help win the late war than any railroad in the U. S.; that with the cooperation of its employes it can be made the greatest trunk line in the country, barring none. He laid pa'ticklar stress on the fact that no manidgment in the U. S. has got a set of more appreciative officers than them of ours. Then Mister Sturmer made a special

drive among the business getters, which your old Aunt Mary added a "Amen" to, tellin' the wimmen folks that men ain't the only folks what kin get business.

Why, you wimmen oughter heard what Mr. Fries told the ladies in Baltimore. When you folks go into the stores to buy your groceries or your new bonnets, go up to the manager of the store an' ask him how he has his goods shipped. If he doesn't ship via the Baltimore an' Ohio, find out why, an' see if you can't persuade him to change his mind. That's the way to go after it. Ask your next door neighbor where she's a-goin' on her vacation, then advise her to travel via our Road. The prosperity of the Railroad means prosperity fer you, so go to it, wimmen. Let's see what we kin do.

After the speakin' wuz over, the Veterans all went up to the dancin' floor an' the fun started. Now don't you go tellin' it, but I seen Mr. P. J. Harrigan, president of the Connellsville Veterans, dancin' aroun' with Mister Wittman's wife; I seen Mister Harry Fleming's wife a-waltzin' off with Mister Sturmer; Conductor Fletcher had a sore hand, but that didn't stop him from cuttin' the pigeon wing with—well, I can't name 'em all, so I won't name none of 'em. Howsomever, if anybody should ever hear tell that your ole Aunt Mary wuz shakin' her foot, for goodness' sake don't go tellin' Ezra, fer I know he won't let me go no more.

Pensioners' Roll of Honor

(Continued from page 33)

lief Department since 1915. I wish to thank also my co-workers in both the shops and the offices of the Motive Power Department at Newark for their many kind favors and pleasant associations at all times."

Mr. Mullin was born at Fairmont, W. Va., on June 7, 1850, of Irish parentage. His father was at that time an employe of the Company. In 1851 the family moved to Wheeling, and two years later to Mason City. In 1881 Mr. Mullin went to Bellaire, Ohio, to begin work as a shipping clerk. In 1882 he was married to Miss Mary Hanihan. In 1885, he moved with his family to Shamokin, Pa., where he was engaged in the clothing business. Not making a success of this venture, he moved to Newark, Ohio, in 1886, where he bought a half-interest in the Newark Business College.

On April 20, 1897, Mr. Mullin entered the service of the Railroad as machinist helper; two years later he took charge of the machine shop office, under Foreman Martin Farrell. He continued work here until December, 1914, when he was afflicted with rheumatism. Since this time, he has spent most of his time in hospitals, trying to rid himself of this ailment. At present he is in St. Francis Hospital, Columbus, Ohio.

Louis Minefelder

Louis Minefelder, blacksmith helper, was born in Chillicothe, Ohio, on October 16, 1850.

He attended school until he was ten years old, then went to work on a farm. He followed this occupation until he came with the Baltimore and Ohio, where he has worked for 27 years. He was pensioned on April 3, this year.

Matthias C. Sterling

Matthias C. Sterling was born at Uhrichsville, Ohio, on July 29, 1853. His parents were George and Hester (Mitchell) Sterling. At the age of 13 he moved with his parents to Martin County, Indiana. Here he learned the carpenter's trade. In 1903 he obtained employment with the Baltimore and Ohio as carpenter. He was pensioned on March 7, this year. He has a wife and two daughters living.

Manford L. Capehart

Manford L. Capehart was born at Otwell, Pike County, Indiana, on December 23, 1854. His parents were James and Nancy (Thomas) Capehart. He attended the public schools until he was 18 years old, then started work as an apprentice carpenter.

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At the Grafton Picnic. Top: A group of women who know how to put up the famous Grafton lunches. Upper left: A famous quartette; Blacksmith J. F. Shoemaker, 46 years continuous service; Mayor Thos. H. Cather; Yard Conductor J. C. Kearns; Machinist Frank Keane. Upper center: Boy, page Mrs. Sturmer and Mr. Fleming; this looks suspicious. Upper right: three more of 'em: Patrick Hayden, retired master mechanic; P. J. Harrigan, president, Connellsville Veterans; Dennis Lowney, retired engineer, 46 years service. Lower left: Conductor and Mrs. H. G. Fletcher. Lower center: another group of old timers. Right: a couple who didn't get to the picnic, but who were just as happy: Water Station Foreman and Mrs. D. D. Nicholas, the parents of 5 railroaders, on their way home from a long stay in a Baltimore hospital

The Romance of Miss Best and Only and Mr. Works Magic

A Drama in Three Acts

Setting Forth the Events of the Picnic of the Baltimore Veterans

TIME, AUGUST 10

PLACE, PEN MAR

Dramatis Personae: Miss Best and Only; Mr. Works Magic; Officers of the Baltimore and Ohio; President of the Western Maryland; Miss Jennie Smith, railroad evangelist; Veterans; Entertainers

ACT 1, SCENE 2

At Baltimore, about two weeks before the time set for the picnic.

A Railroad office in early morning. Mr. Works Magic seated at desk. Enter messenger with card.

Mr. Works Magic: Show her in immediately. (Boy goes out; returns, and shows lady visitor into the office.) Good morning, Miss Best and Only. How are you today?

Miss Best and Only: Good morning, Mr. Works Magic, I have come to beg a favor of you. Our boys, the Veterans, hold an annual picnic. This year they have decided that they would like to go to your playground, Pen Mar. But the problem of transportation has come before us. Is it possible that you might be able to allow our trains to run over your lines, or would this be inconvenient?

Mr. Works Magic: The pleasure is all ours; we turn the park over to you for the day. Bring your trains over to our lines at Westport. How many trains do you wish to run, and when do you start?

Miss Best and Only: Three sections will carry them, I think. We wish to leave Camden Station at between seven-thirty and eight o'clock. Each section will carry about 12 coaches.

Mr. Works Magic: Fine! Anything that I can do to help you enjoy yourselves, I shall be to glad to do.

Miss Best and Only: You have already made me very happy, but there is one thing more. We want to borrow your president for the day. He will be the guest of our officers, and we should be happy to have him with us.

Mr. Works Magic: Why, I understand that he is a relative of yours. If this be true, I don't think that he will refuse the invitation of one of his old family.

Miss Best and Only (rising): It will be a great pleasure to have him, and I don't know how we are going to show you our appreciation. We——

Mr. Works Magic (extending his hand): Just have a good time and take good care of our president. (They shake hands heartily.)

Miss Best and Only: We'll do that, and we'll remember you. Good morning.

Mr. Works Magic: Good by. I hope to see you again. May I call on you some evening?

Miss Best and Only: Do, I shall be glad to see you. By the way, I'll probably see you after the picnic when we're coming home.

Mr. Works Magic: I shall be waiting for you. (Exit.)

ACT 2, SCENE 1

On the train going to Pen Mar. Ma and Pa and their Veteran friends with their families enjoying the mountain scenery. Mt. Clare band going from coach to coach, serenading according to their usual custom.

Ma (wiping her spectacles): I'll declare to goodness, we couldn't a-picked out a better day.

Pa (filling his pipe): Sarah Ann, you ailers wuz right, but tell me, that aint—it can't be Miss Jennie Smith, the railroad evangelist who I useter hear preachin' an' prayin' with the boys some thirty odd years ago?

Ma: Yes sir, that's Miss Jennie, and I'm goin' right over and speak to her now. Let's both shake hands with her an' see if she remembers us.

Pa: Wait a minute, Sister Shipley's talkin' to her now.

Ma: That aint nothin', Sister Shipley don't care who hears what Miss Jennie tells her. Why, just now I heard Miss Jennie say "Sadie, are you as bad as ever?" an' Sadie, hearin' the band playin' jazz, jes' commenced to tappin' her foot on the floor, throwed her head back an' laughed a laugh that wuz good to hear. Then she sez: "Yes, Miss Jennie, just as bad." Wuzn't that funny? 'Cause everybody what knows Sister Shipley knows that she's one of the finest winmen there is, an' that Miss Jennie wuz just alludin' to Sister Shipley's childish pranks. Howdy do, Miss Jennie, do you remember Pa an' me?

Miss Jennie: Remember! Well, I should say. And how is Pa? Why, here he is. (Shakes hands.) Isn't it splendid to be with you all again?

Pa: Yes, indeed, Miss Jennie, and do you remember the day you came into the

yards, talked to the boys, who gave you a big bouquet of flowers?

Miss Jennie: Never shall I forget it. Now who is this good lady?

Sister Shipley: Oh, you mean this woman in the red hat? Why that's Mrs. G. A. Bowers, wife of the President of the Baltimore Veterans. Her husband is afraid he'll lose her in the crowd—hence the hat.

Miss Jennie: And who is this good man?

Mrs. Shipley: Oh, don't you remember Mr. Holmes? Of course you do. Mr. Holmes is the entertainment committee. What's on today, Brother Holmes?

Mr. Holmes: A fat women's race. We were goin' to give a pair of silk stockings as a prize, but we couldn't tell the size, so we're going to give the price of the stockings. But, I'll tell you what I think they ought to do. They ought to buy a pair of stockings and let all the ladies try 'em on, and whoever they fit ought to get them.

Ma: Well! What I'd like to know is, who'd help 'em with the tryin' on?

Mr. Holmes: Me! Ain't I the committee?

Pa: Humph! What would Mrs. Holmes say about that?

Mr. Holmes: Ha, ha! She'd be tickled to death. Don't you reckon I got sense enough to see that they bought her size?

ACT 2, SCENE 2. PEN MAR PARK

Trains unloading. Everybody speaking to everybody else. Some on way to hotel for dinner. Baltimore and Ohio officers being welcomed by employes. Vacationists enjoying the sight of the crowds. Miss Jennie Smith holding a reception. The ice cream man and the "hot dog" man doing a rushing business. Newspaper reporter running around after information for local papers. Mr. Holmes rounding up his talent for the program. Glee Club boys sporting their white trousers and whetting up their appetites for fried chicken. Families seated around white tablecloths spread on the ground while mothers and sisters are passing the sandwiches. Ginger ale and coca cola bottles popping all around.

Johnny (on the sliding board): Gee! But aint this great?

Jimmy (coming down behind him): You bet!

ACT 2, SCENE 3. THE AUDITORIUM

President of the Western Maryland, Officers of the Baltimore and Ohio, Officers of the Veterans' Association, Officers of the Ladies' Auxiliary, Miss Jennie Smith, all on platform. Veterans, their families and friends filling the seats in the auditorium. Mt. Clare Band in front, playing favorite airs.

Brother Holmes: The meeting will be opened with a prayer by Brother Zachariah Lego.

Brother Lego (a blind Veteran) offers prayer.

John C. Bohl (musical director, Pen Mar Park): I extend to the Veterans of the Baltimore and Ohio, on behalf of the Western Maryland Railroad, a hearty welcome to Pen Mar. The Western Maryland turns the park over to you and bids you one and all enjoy yourselves.

(Baltimore and Ohio Glee Club, led by Hobart Smock, enters from left. On invitation of Mr. Smock, the audience sings America.)

Glee Club (singing): Do ye ken John Peel, with his coat so gay, etc. *(Later):* If I but knew etc.

G. A. Bowers (president of Baltimore Chapter of Veterans): The first and most important part of the program is for us to thank God for sparing our lives and allowing us to be here and enjoy this outing. We will now stand for a half-minute in honor of those who have answered the last call. (All stand with bowed heads. Mr. Bowers gives signal, and all are seated.) We now wish to extend our thanks to the entertainment committee, to those who have made possible this enjoyable day, and to the Veterans, their families and friends for this splendid turnout. I will now endeavor to outline to you the policy of the Veterans' Association and our methods of conducting it. (Gives splendid outline, in detail, of what the Association stands for, etc.). Now I wish to introduce to you a man whom you all know, a man whom we honor, the man who made the famous Baltimore and Ohio, Charles W. Galloway. (Applause.)

C. W. Galloway, vice-president in charge of Operation and Maintenance: I do not think that this is an occasion on which to take up your time with long addresses, and what I am going to say will not take very long.

A lady just asked me a few moments ago if I was proud of my big railroad family; I told her I wished it were my family; however, I can best answer that question by telling you a story which I have told to some of you before. Two Englishmen of royal blood visited our wild and woolly West. When they returned to their own country they took with them one of our cowboys of whom they had become particularly fond. Now this cowboy was a big, fine looking, strapping fellow, who was, of course, quite unaccustomed to life in high social circles. By way of introducing him to their royal friends, the two Englishmen took him to a grand dinner party. A number of lords and ladies and others holding various titles of royalty were present. The Englishmen had had no end of trouble in getting the cowboy into suitable clothes for the occasion, but had finally managed to get him buttoned into a full dress suit. It so happened that at the dinner party there was a famous duchess, and the cowboy was introduced to be her escort to dinner. The American was ill at ease. Finally he said to her, "Well, Duchess, I've never seen a real duchess before, but I'll say you look mighty good to me."

And, as the cowboy said to the duchess, I say to you all, "You look mighty good to me."

I am happy indeed to be present at this outing with the Veterans and their friends. Your president, Mr. Bowers, has just outlined to you what the Veterans' Association stands for, and it stands for a great deal, among other things, the happiness of its members.

The Railroad wants a happy family. It is only natural after being engaged in the World War in destroying life and property, that there must be a period of reconstruction. That period is with us now and in order to successfully pull through, we must keep our feet on the ground. The depression is really a part of this readjustment, and it is unfortunate that there are so many out of work today, but fussing, quarreling and striking will not help matters. We must keep a level head and our feet on the ground even though many things are to be righted before normal conditions are restored. I feel things are improving. The railroads are in a fair way to have a settlement with the Government which will bring a substantial payment to the Baltimore and Ohio and when that is accomplished, we expect to re-employ some 8,000 or 10,000 men in repairing engines and cars.

We frequently hear talk that somebody on some railroad here and there contemplates a strike. Don't get stampeded because of such talk, the problems to be worked out need your cooperation and with such help everything is bound to come out right in the end.

The Veterans have done good work. They have not only spread good fellowship and a better understanding, but in the recent campaign for freight they have brought to our rails over 1600 carloads of freight which would have been routed via other lines, or more than \$100,000 in revenue to our Company. This is splendid work, and I hope it will go on. During the past few weeks the amount of business to be handled has not increased as we hoped. I suggest that you get start on another 1,600 loads. If you go after them I am sure you can get them.

Your presence here today—and I am sure you have enjoyed yourselves—has been made possible through the courtesy of the Western Maryland Railway. When we said, "Our Veterans want to go to Pen Mar," Mr. Byers said, "Here, take the railroad." We are certainly deeply grateful for this courtesy, and we are going to have Mr. Byers talk to us in a few minutes; in fact, he is very anxious to talk to us, and I am sure we shall all be glad to hear what he has to say.

It makes me happy indeed to see here so many Veterans, *real* Veterans, some double and triple Veterans, of two or three times twenty years, who have served the Baltimore and Ohio faithfully, efficiently and well. I am glad that we can shake hands and mingle with you and call many of you by your first names. I hope that you will

all have many happy returns of this day.

Mr. Bowers: If you love your vice president as you say you love him, now is the time to give him the full value of your love by heeding his advice. Remember also that the Veterans stand for an honest day's work for an honest day's pay. (Introduces President Byers, who is elected honorary member of the Association. G. W. Sturmer, grand president of Veterans, presents Mr. Byers with the Veteran's emblem.)

President Byers: Members of the Veterans Association, Ladies and Gentlemen: Mr. Galloway did not mention the reason why I wanted you to come to Pen Mar. For a number of years I was associated with the Baltimore and Ohio. In 1904 I severed my connections with that railroad. Since coming to this section of the country, I have had many opportunities to come into contact with you again. Today I appreciate this honor of another opportunity, and I am glad to participate with you in your celebration at Pen Mar. I hope that you will enjoy the scenery from our bluffs; I think our great generals appreciated this scenery on their way to Gettysburg, and I hope that it looked as good to them as it does to you now.

There are some interesting features about the Western Maryland in connection with the battle grounds. In those days the skill of the soldiers was not so good. About three miles west of here you can see where they entered a cut and tried to make their way through, but were not successful. When President Lincoln made his Gettysburg speech, he rode on the Western Maryland from Hanover Junction to a point east of Gettysburg.

When I was called on to speak, I was cautioned that it was necessary to be brief. It reminded me of an old darkey in a court at Memphis, Tenn. A colored man had been run over by an engine. The man who accompanied him was called upon as a witness. He started out by telling the story of how he and his friend were on their way to go fishing, what they were going to do with the fish that they caught, and what they would do if they didn't catch any. Impatiently the judge told him to confine his remarks to the cause of the accident, and not to his fishing expedition. Again and again the negro was stopped in his story and told to be brief. Finally, he said: "Well, Wash set on de railroad track and de train tooted an' tuck him." (Applause.)

Mr. Sturmer: I propose that we extend to Mr. Byers a rising vote of thanks. (Audience responds with alacrity.)

Mr. Bowers: Mr. Byers was taught by the old masters—and raised by the Baltimore and Ohio fathers. Now I shall introduce to you one whose name corresponds to that of a cutting instrument in our homes, and he is just as clean as a pair of shears. If you don't believe it, come into contact with him. If you come with the truth, he will give you a square deal; if you come with

(Continued on page 47)



Snapped at the Pen-Mar Picnic of the Baltimore Veterans' Chapter, August 10
(For description, see opposite page)

(Continued from page 45)

anything else than the truth, you'd better stay away. Mr. Scheer.

E. W. Scheer, general manager, Eastern Lines: Really, I am a bit flustered by what Mr. Bowers has said. I wonder if he wants me to tell the story of why he knows that I know when a man lies. (Laughter.)

Having been a member of the "family" for 31 years, and knowing your president, I feel that I am at liberty to say that I have spent 20 months with you folks, and during that time I have eaten with you twice. I appreciate your invitation to be with you today. There is one thought that I want to give you to take home.

On page two of the JULY ISSUE OF OUR MAGAZINE you will find a story entitled, "The Old Super Says." Now I've been called lots of names, but nobody ever called me a "super" when I was superintendent; however, the story goes, the old super went into the yards and found his men bumping the cars together with such force that it made him shiver to hear the crash. Then he heard the engineer remark

The Pictures on the Opposite Page

Top center, left to right: Vice-President C. W. Galloway; Miss Jennie Smith; Mrs. C. W. Galloway; Maxwell C. Byers, president, Western Maryland Railway. Upper left: members of Veterans' Entertainment Committee, left to right: F. A. Whitson; William T. Holmes, Sr.; G. T. MacMillen. Below: Martinsburg visitors—W. G. Edwards, storekeeper; S. C. Tanner, superintendent of shops; C. E. Auld, clerk; J. A. Holpp, foreman of frog shop; J. H. Aldridge, foreman of bridge shop. Below: Sisters three; Mrs. Mary A. Deems, Mrs. Annie R. Fowler, Mrs. Sarah E. Pyfer, all widows of Veterans. Below: C. A. Thompson, former signal supervisor, Baltimore Division; his grandson, Foanes, and his son, William H., of the Valuation Department. Upper right: B. H. Andersen, chief clerk to general supervisor Terminals; H. O. Fankhanel, improvement clerk, office of operating vice-president; their wives, children and children's friends. Below: John Hall, car cleaner, Camden, with the Veterans' "Old Glory." A. E. Morrison, freight representative, Baltimore; Hobart Smock, director of the Glee Club; some of the boys in the Club. Below: two former editors of the MAGAZINE, Frank O'Connell and W. F. Braden; between them Conductor N. E. Reese of the Baltimore Division. Below: John McAleer, for 48 years an employe at Mt. Clare, with his daughter.

The center picture shows one of the three engines used to haul the excursion trains, this one with the picture of Mr. Byers on the pilot; pictures of President Willard and Vice-President Galloway were similarly arranged on the other two engines. Below: the Mt. Clare Band. Below, left to right, back row: F. G. Hoskins, superintendent, Baltimore Division; G. A. Bowers, president Baltimore Chapter of Veterans; Mrs. Bowers; R. B. White, general superintendent, Maryland District; E. W. Scheer, general manager, Eastern Lines; C. W. Galloway, vice-president, Operation and Maintenance; M. C. Byers, president, Western Maryland Railway. Front row: Mrs. Charles Shipley, president, Women's Auxiliary, Baltimore Chapter of Veterans; Miss Jennie Smith; William T. Holmes, Sr., chairman, Entertainment Committee; Mrs. Holmes.

that if the cars were damaged, it would only mean more work for the repairers down in the car shops. But more damaged cars do not mean more cars on the repair tracks. It does not mean the hiring of more men when we cannot afford to hire them; it means equipment out of service and consequent loss of revenue. However, I do not think that this incident ever occurred on the Baltimore and Ohio.

During the last four years, we have spent \$1,822,000 per annum for repairs to damaged cars. Carelessness and neglect are responsible. We are now beginning a campaign to bring about a reduction of accidents. This campaign has already been started, and within the next 30, 60 or 90 days, we will receive a larger allotment with which to put to work in our machine and car shops a greater number of men. Under present conditions, more bad orders mean fewer men in the shops.

The Veterans' Association has accomplished more than any other association in attracting business for the Railroad. One dollar's worth of new business means 20 cents in the treasury, but one dollar's worth of accidents prevented leaves one dollar in the treasury for other purposes; in other words, \$1000 worth of accidents prevented is equal to \$5000 worth of new business. I want to ask for the cooperation of every employe.

I am glad to have been with you today, and I look forward to the pleasure of being with you next year.

Baltimore and Ohio Glee Club: (Sings "More and More," and "Ole Uncle Moon.")

Mr. Bowers: (Introduces R. B. White, who is voted in as a member of the Veteran's Association, and presented with a Veterans' button by Mr. Sturmer.)

R. B. White, general superintendent, Maryland District: This is an honor that I had not expected. At the Brandywine picnic I was called upon, and I admit that I felt about the same as a lady auto driver felt when she ran down a man. She stopped her machine and called out, "Oh, what a careless man you are! Why, I've been driving this machine for four years, and I never had an accident before." The man replied, "Lady, I don't doubt your story, but I've been walking for 50 years."

I want to thank the Veterans' Association and your president for the invitation, making it possible for me to be here with you today. I want to take the opportunity of saying a word concerning the "No Damage" drive that begins on August 15. Tomorrow the organization will be completed, and I am confident that great results will be accomplished by this drive. The general manager has made this a contest; Baltimore Division will compete in a friendly rivalry with the Cumberland Division, Brunswick Yards with those of Keyser, Holloway and Glenwood, etc. I am confident that the Maryland District will rank first. We did it before, we can do

it now. I have never asked for anything before that you did not give it; I ask it now.

Mr. Bowers: (Introduces Mr. Hoskins, who is also made an honorary member and presented with a button by Brother Covell.)

F. G. Hoskins, superintendent, Baltimore Division: I deeply appreciate this honor, and I want to thank the members of the Veterans' Association for the invitation to be with you. I am only sorry that I can't do some circus act to carry out Brother Bowers' suggestion, "The bigger they are, the harder they fall."

Our vice president spoke of the reconstruction period. In my experience I have never found a time when so many new conditions were pulling against each other as there are today. And yet, a member of the traffic department of a commercial company said to me recently, "What are you doing to give us such splendid service?" I replied that our men were giving more attention to their business. Our operations are better, and the Veterans are carrying their share of the load. You men are doing work. We have a big, responsible burden to carry as a railroad. And as a division, we will have to show what we can do. I believe that we have better facilities, tools and methods than ever before and we can produce a job better than we are producing it today.

The new competition which begins on Monday is one in which I know the Baltimore Division will come out on top. Let us show the other divisions just how we do the trick at Baltimore.

(Topical songs about the Veterans and their friends by Mr. Michael Smith. Solos by Mr. Gayhart of Washington. Songs by Miss Thelma Culbertson, daughter of Conductor H. S. Culbertson. Reading of letters from President Willard, Vice President Shriver, J. T. Carroll, J. J. Doyle, H. O. Hartzell, G. H. Campbell, James S. Murray, Governor Ritchie, expressing their regrets at not being able to be present and extending their best wishes for a happy day.)

G. W. Sturmer, grand president of Veterans: We have welded a friendship with the Western Maryland. (Makes further remarks concerning the work of the Veterans.)

Mrs. Charles Shipley, president of the Ladies auxiliary: We have heard so much about the "real man," that I just want to say a word about the "real woman." For the first time in the history of the Railroad, we now have women voters. (Discussion of women's work.) Mr. Galloway has been called the "father of the Association;" Oh, but I am glad that there is somebody else to "grow old along with me!"

Mr. Holmes: If you want to talk about real women, I will now introduce you to one whom we railroad boys all know as a real woman, Miss Jennie Smith, railroad evangelist. (Miss Jennie tells about her experiences with the railroad boys; how that during her first year's railroad work, she

had 1276 converts, 19 of whom entered the ministry: she feels always at home on the Baltimore and Ohio, and why not, for she is nearly a "double Veteran," having been in the service for nearly 40 years.)

Applause. Curtain.

ACT 1, SCENE 3

CAMDEN STATION, MIDNIGHT OF THE SAME DAY.

(Veterans and their friends getting off trains. Everybody saying good night to everybody else. Sleepy babies and empty lunch baskets being carried in the arms of daddies and granddaddies. Everybody tired but happy. After the crowds leave, the three engines begin a conversation.)

First engine: My, what a fine day I have had. A long, long rest up there in the shade of those trees at Pen Mar! I hope that they'll send us on another picnic soon.

Second engine: Me, too. That's a pretty hard pull up those mountains, but what a fine rest coming home. Why, all we had to do was to slide. My engineer had his hands full to keep me from exceeding the speed limit. By the way, who were those distinguished looking individuals that we passed down at Westport?

Third engine: Where have you been during all these years? Why they were our own Miss Best and Only and Mr. Works Magic. Didn't you hear somebody say they were going to have frequent meetings now that the picnic has opened up the way?

Second engine: Go on! I didn't know them when I saw them, but I do know that they're not just getting fond of each other. Why, if you've heard the gossip that I've heard, you'd know that they've been good friends all along.

First engine: You don't say! Er-a-do you think-er-a—?

Second engine (patronizingly): Of course not, Silly! Platonic friendship, purely platonic!

Third engine: And yet, you can't doubt the old saying that 'tis love that makes the world go 'round.

Second engine: There's not the least doubt of it. In my case it's love that makes the wheels go 'round.

First engine: Romance in the yards, eh? Ha! Ha!

Second engine: Somebody please put that child to sleep before I spank him with the piston rod. Why, if I didn't love Miss Best and Only as I do, do you suppose I'd wear and tear my wheels and all my machinery to run for her as I do? You know the same is true with yourselves. Run along now and sleep while you can. In another hour or two, we'll all be out on the road again. There'll be another picnic next year

First engine: I hope so

Third engine: Amen

All three: Good night! Good night! Good night!

Pensioner's Roll of Honor

(Continued from page 43)

He worked at house and barn building until November, 1907, when he moved his family to Washington and obtained employment as car builder for the Baltimore and Ohio.

His wife and one son are living; one child died in infancy. Mr. Capehart was pensioned on March 7.

Andrew J. McDougal

Andrew J. McDougal was born on January 16, 1851, in Marion County, W. Va. He attended school for only a year, for in those days schools were scarce and he did not have many educational advantages.

Mr. McDougal worked on a farm until he was 20 years old, then secured a position as driver of a delivery wagon for a hardware company in Marietta, Ohio. Here he worked for about 20 years, then began service with the Baltimore and Ohio as laborer in the yards at Chillicothe, Ohio. Later he was made locomotive cleaner, then tool room attendant. He was pensioned on March 6, this year.

Andrew J. McCulgan

Andrew J. McCulgan was born on May 21, 1847, in Jackson County, Ohio. He attended school until the age of 15, when he obtained a position chopping wood for fur-

naces. Ten years later he made charcoal for the furnaces. His first railroad experience was with the N. & W. in 1875, when he worked as trackman at the time that this road was built through to Columbus. In 1886 he came to work with the Baltimore and Ohio. He was pensioned on March 6, this year.

Mr. and Mrs. McCulgan are now living in a pretty home in Chillicothe.

Colored Veterans Organize

On July 17 a meeting was held to perfect a permanent organization of the colored Veterans of the Baltimore and Ohio Railroad at Philadelphia, and the following officers were elected: president, James E. Johnson, Sr., Philadelphia, Pa.; vice-president, Jacob Harris; secretary, Philip Gaines, Kiamensi; treasurer, John Giles, Newark, Del.; executive committee, Messrs. John Harris, Edward Lee, William Coleman Peaker and Charles Kennard.

The Constitution and By-Laws were adopted and arrangements made for all necessary details of permanent organization. The present enrollment consists of 20 with all signs indicating a more extensive membership.

Practical Politics

"Are you in favor of votes for women?" "Why ask such a question at this late day?" inquired Senator Sorghum in return. "How can a statesman hope to get 'em if he isn't in favor of 'em?"—*Washington Star*.

We Cannot Afford to "Burn Our Bridges Behind Us"

"He burned his bridges behind him" is a favorite way of describing a man who, on making a high resolve to accomplish something, casts all other considerations to the wind and presses toward his goal. It is well enough to be a man of this type and yet—on the Baltimore and Ohio—it is a fact that we have been burning too many of our bridges behind us, real bridges, which carry people and freight across them and along to their destinations.

The report of B. S. Mace, superintendent of Insurance, on fire losses on the Railroad for the month of July, indicates a total loss from this cause of \$7,381.86. And standing out as the most general cause of all this is, "hot coals falling on bridges and igniting them."

In his recommendation as to how these fires can be prevented, Mr. Mace suggests:

"Rigid and proper inspection and maintenance of ash pans on engines, and proper fire protection, such as water barrels and pails on bridges."

There is a job for our Mechanical Department and our engine inspectors. Losses from hot coals dropping from locomotives total almost \$1,000 for July. Think of the good work which could have been done with this money and the good wages paid, if it had been saved.

It does not seem to be asking too much when we request those having charge of locomotive inspection to give particular attention to examining ashpans. The terrible danger of a bridge being so weakened by fire as not to carry a train safely over, is sufficient to make us all feel the need of greater care in this respect. Can't we hope to see an improvement in this factor during the next few months?

The Late Philip Taylor Spence

A life steeped in the earliest traditions of the Baltimore and Ohio

PHILIP TAYLOR SPENCE, whose death on February 21 was recorded in a recent issue of the MAGAZINE, was a man whose strength of character and length of service on the Baltimore and Ohio make an account of his life worthy of more than passing notice.

Mr. Spence was born on a farm near Winchester, Virginia, on May 3, 1848. His father, Patrick Spence, had been identified with the Railroad since its inception; he was present at the laying of the cornerstone in Baltimore in 1828, and assisted in the building of the first 12 mile track to Ellicott Mills. He collected fares on the first horse cars and was one of the first conductors on the train pulled by Peter Cooper's little steam engine, "the Rocket." He was the first roadmaster on the Martinsburg Division, then on the Winchester Division, holding the latter position at the time of the Civil War, and rebuilding this branch after the war. He died in 1873, at the age of 64 after 45 years of service on the Baltimore, and Ohio.

His son Taylor was born and reared almost within a hundred feet of the Baltimore and Ohio tracks, so that nearly all of the recollections of his childhood are connected with the Road. Naturally he took to railroading, and in March, 1865, then a lad of nearly seventeen, Taylor began his career as water boy to the hundreds of men employed by his father in the rebuilding of the Winchester Branch. Soon he was advanced to the position of timekeeper and track inspector. When the job was completed, Taylor made up his mind to try western life, and set out for Ohio. He landed in Newark on June 1, 1870.

Here he worked on a farm for a few months, returning to railroad work again in the transportation department. He became a brakeman on a freight train running between Zanesville and Columbus. A few weeks later he was promoted to passenger brakeman, then to baggagemaster, which position he held until four years later when he was given his first train, a mixed passenger and freight, running between Newark and Chicago Junction. Strictly passenger trains were soon given him, and with the inauguration of through service between Chicago and Wheeling, Mr. Spence took the initiative runs for three years, or until they were well established, the longest runs extant, 470 miles with no change of trainmen for 14 consecutive hours, except of engineers and firemen, of which there were 5 for each run. Mr. Spence asked for a shorter run and was given the Zanesville-Columbus accommodation, and sometimes the Cambridge-Columbus run, a morning and evening train.

When the electric line between these two cities began to supplant the local steam travel, Mr. Spence was transferred to the

limited between Cincinnati and Wheeling, making his home in Columbus. Ill health finally compelled him to leave the Road, and in 1909, when he was granted his pension, he sought a milder climate in Redland, California, where he remained until his death.

In all of Mr. Spence's years of railroad service he never had a serious wreck of any importance, nor, save one, was any person on his train ever injured or killed. This one instance was of a Barnesville lad, who, while riding on an excursion train, carelessly attempted to pass from one coach to another by way of the lowest step on each. He fell and was killed instantly. Many close calls of disaster came to Mr. Spence, but his quick wit and good judgment always saved the day. Some of the "boys" often accused him of railroading too hard and of wearing himself out unnecessarily, but Taylor Spence practiced Safety First before it even became a motto. Although often exhausted because of his assiduous duties, he always said that he felt fully repaid when all went well with his train. He almost revered the Company which he said had fed him and his good father for nearly a century, and its highest interests were always his. When the call came to arms, he volunteered but was excused because of his physical condition.

On May 24, 1877, Mr. Spence was married to Miss Catherine Boner, of Newark, Ohio. Five years later she died, and his second marriage to Miss Emma Jones, of Champaign, Illinois, took place in 1887. His second wife and one daughter, Virginia Gracybel, a high school student, a sister, Mrs. John Murnan, of Winchester, Virginia, and several nieces and nephews survive him. His remains were brought from California to Winchester, Virginia, during the early part of June for re-interment.

Mr. Spence's life was filled with historical experiences. Many of the presidential candidates were conducted by him in

special trains during campaigning tours, particularly through the state of Ohio. President McKinley, when governor of Ohio and a resident of Columbus, was a warm friend of Mr. Spence, as were also Senator Foraker, Mark Hanna, Governor Nash, and Phil Sheridan, whose famous ride into Winchester town Mr. Spence witnessed when a boy.

So many of the Civil War engagements taking place around his home town, Mr. Spence, as a lad, came into contact with some of the leading generals of both sides as he peddled his eggs, butter, pies, etc. to the soldiers in camp. General Love gave him his own beautiful saddle horse, which had become disabled because of a split hoof.

Among his earliest remembrances of the Railroad was that of a conductor of the "burden" (freight) trains going up and down the valley, seated on a sheaf of wheat or straw placed over the rear bumpers of the last car, in lieu of a caboose, then unknown. The old grasshopper engine and the strap rail were yet not out of existence in Taylor's early days. He witnessed the destruction of the Road by the Rebels; saw the rails and ties piled around the trees, the whole set fire to, and the rails, red hot, pulled out and twisted into collars around the trees. He saw the rails soft-soaped and made unfit for use; the stealing of the Baltimore and Ohio engines, when "Tom" Sharp dragged them out of the roundhouse, 26 horses to an engine. His father was beaten and robbed by soldiers in ambush as he was on his way from Martinsburg to Winchester on Company's business. He was left for dead by the roadside, where friendly hands found and ministered to him. When the cornerstone of the Railroad was laid in Baltimore, Taylor's father was present and stood beside Stephen Girard on the occasion, Girard being the only millionaire in the United States at that time, except John Jacob Astor.

Taylor Spence antedated the wearing of uniforms by trainmen. He received his first conductor's uniform in 1877, and wore it on his first train charge. When the service stripes were inaugurated, Taylor received six of them.

Taylor Spence was a model husband, father, friend and Christian gentleman, a patron and lover of the Railroad Y. M. C. A., charitable to a fault, sympathetic and kind to the poor and down-trodden. He has passed on, without fear, and with expression of highest trust.

Two More Women on the Honor Roll

Turn to the Honor Roll pages of this issue and read how the Misses Marie Brandon and Eena Nolte saved the life of a baby on the main track at Wheeling, W. Va. The action of these women is particularly commendable, and we want them to know that we are proud of them.



The late Philip Taylor Spence

Women's Department

Edited by MARGARET TALBOTT STEVENS

The Harvesters

*White, silky milkweed and dew-covered thistle
Bow in the dust before trample and din,
High on the morning air shrieks the loud whistle,
Calling the toilers their tasks to begin.*

*Long before daylight the fireman is prodding
The glaring, red cinders and heaping on coal;
Where lately the stalks of the green wheat were nodding
The voice of the threshing machine calls for its toll.*

*Gasping and grasping, its iron teeth grinning,
Writhing and groaning, the great open jaw
Draws in the golden sheaves, its work beginning,
Swallowing the grain and discarding the straw.*

*Strong, heavy Percherons, nostrils distended,
Men, brown and brawny, swing into the lane,
Shouting and whistling, their songs never ended,
Lost in the sound of the measuring of grain.*

*"More coal and more water!" the engine's repeating,
Wide kerchiefs are tied on, all coats flung aside,
For though from the heavens the sun's rays are beating,
The harvesters toil on—the grain fields are wide.*

*Oh, men of the fields, gathering food for the nation,
Who send down rich grains to the seaports and mills,
Yours be the glory, the crown of creation—
Who toil in the valleys and reap on the hills!*

Ye Adamless Eden

*Being The Tayle Of A Picnic Held By Ye Baltimore Chapter Of The Ladies
Auxiliary To Ye Ancient Tribe Known By The Name Of Veterans*

IN THE high and far off times, there lived in a place called the Garden of Eden a man named Adam and his wife, Eve. And behold, for many moons these two humans dwelt together in harmony and peace and unity. Each day as the sun rose above the walls of the garden, Adam would open his eyes.

"Arise thee, Eve" he would speak unto his wife, "for I have an hunger. Arise thee I say, and bring me to eat." Then would he turn over on his bed of leaves for a second snooze, while Eve, the wife, busied herself with gathering the fruits of the garden for Adam's breakfast.

And verily, as the day wore on, and the sun rose high, Adam would also arise and go forth into the garden. And behold, Eve would follow him to see that his toes would not be pierced by the thorns that fell from the trees, and to drive away the mosquitos that dared approach his bare shoulders.

But it came to pass one day that there appeared unto Eve a serpent. And he said unto her:

"Eve, for what reason dost thou deign to wait upon this man? He is indeed much larger and stronger, and should indeed wait upon thee. Get thee gone from the garden and forget him; there are many things without the garden that thou hast not seen."

Eve listened but dared not heed this advice.

And it came to pass, as it has been recorded, that once more the serpent appeared unto her and also unto the man. And he tempted them, and they yielded, for Eve's curiosity was great. And always hath Adam insisted that it was the fault of Eve that they were cast out of the garden, for verily, Eve was anxious to see the things outside of Eden.

So centuries passed, and behold the descendants of Eve were many. And among

them was a tribe of women known as the Ladies Auxiliary to Ye Ancient Tribe of Veterans. And it happened that this tribe met frequently and held pow-wows at each moon.

But verily, it came to pass that at one of these pow-wows there appeared unto these daughters of Eve a serpent, yea, even the very serpent which had tempted Eve, centuries before. And the message he brought to them was this:

"Wherefore do ye remain at home and look after your respective Adams? Leave them alone for a day. They are indeed capable of caring for themselves. Search ye out for yourselves a Garden of Eden. See that it is rendered absolutely Adamless; then hie yourselves hitherward and enjoy one day of freedom."

And some of the daughters of Eve listened not, and were averse to such an enterprise. Yea, they even shook their heads. But there were others who were in accord with this advice.

"Yea, verily, I am tired of the kitchen," saith one sister among them. "Let us seek just one day of rest." So it came to pass that at last they were all persuaded to her way of thinking. And great plans were made for the feast. And the Garden of Eden was one Benkert's Park, near Frederick Road, in ye town of Baltimore. And the day was set, June 15.

And forthwith the womenfolk set out, bedecked in their best bibs and tuckers. In truth, Sister Collingsworth wore the most unique costume of the day; far beyond description it was, but when she dispensed sodas to the thirsty ones, the observer could realize its usefulness; and behold, Sister Galloway's was of gingham, and of a most becoming style that fitted her figure superbly; and covering Sister Bowers' dainty dress was a white apron bedecked in ruffles; one of muslin with flowers and fruits embroidered on it belonged to Sister Billmeyer. And great was the variety thereof.

And by chance, the writer cometh upon this assembly as they were in the midst of a pow-wow. With weeping and wailing and gnashing of teeth Sister Espey began a sorrowful tayle of a small type of the species homo, who was possessed of a moustache, but for some unaccountable reason, he had become attached to a woman who, although of the species known in the present time as bachelor girl, was rich in this world's goods. And thus ended the mournful tayle.

And the next on the program was a songe, rendered by four women, a combination ordinarily known as a quartette. And the songe that they gave was a lengthy arrangement by which Sister Shipley was consigned to be punished, along with Sisters Riley, Hanson and Holmes. The songe ran somewhat as follows:

Suspend Sarah Shipley from the branches of
the arbor prunifolia,

Suspend Sarah Shipley from the branches of
the arbor prunifolia,

Suspend Sarah Shipley from the branches of the arbor prunifolia,

As we approach our respective destinations.

Then, as if to add to their severe discomfort by torturing them,

Answer us, Sarah, are you not at present in a blissful state of mind,

Answer us, Sarah, are you not at present in a blissful state of mind,

Answer us, Sarah, are you not at present in a blissful state of mind,

As we approach our respective destinations.

And it came to pass that the next woman to speake was Sister Lewis, whose husband is a worthy member of ye office of the Auditor of Passenger Receipts. And the subject of her talk was "Government;" and verily did she chide the daughters of Eve because of any lack of interest they might evidence in politics, settling forever any doubt in the minds of the sisters concerning the positions suitable for their occupation in the sphere of governmental affairs. And behold, the sisters listened with rapt attention, and the very walls shook with applause. Then devolved upon Sister Shipley the duty of explaining her reason for not occupying a more prominent place in the world of politics.

"At the present time," she began to relate, "my Adam never knows when he may discover, upon his arrival at our place of abode, an abbreviated epistle telling of my disappearance—a journey to the land of Washington—or to some other famous scaport; consequently, if your humble servant should deign to enter politics, she would never have time to inscribe her reasons for leaving, for verily, she would be absent forever."

"Love's Old Sweet Song," was the title of a melodye by Sister Lawrence, and truly the trees of the forest echoed in reverberation. The gentle art of dancing was indulged in, and behold, the grande march was such as was never seen nor known before. For, in truth, some sisters were wont to advance in exactly the opposite direction to that in which they were supposed to turn. Thus the lines were crooked, and thus indeed did the ladies receive many bumps for which they had not reckoned. However, there came a final straightening out of the lines, and the grande march proceeded, and the style was remarkable, and all was well.

But first among the sports came the fat ladies race. For behold, the contestants were exceedingly stout, and their gowns were not of sufficient fullness to allow them to run with ease. And verily the ladies did run regardless of the positions of their gowns but this was an Adamless Eden—and it mattered not. And one Sister Collins won the race, and received as her reward, an ebony necklace set with diamonds.

And the second race was that of the thin ladies; and Sister Lena Brillhart wore the seven-leagued boots, for it was she who won the race. As her guerdon there was a bottle

of delicate perfume, and forthwith she became the object of envy.

And behold there was a contest in which the ladies were required to sew on buttons. And straightway every sister began to wish that she had brought along her Adam's shirt, whose buttons had been missing for a week. But Sister Rose settled the matter by running away with the laurels. The balloon race, won by Sister Dill, was indeed a sight to behold. Six of the sisters carried toy balloons on a string, exchanged these with six other sisters, then returned they to the judges. The last and most undignifyde of the races was known as the "hop, skip, and jump," and was won by a sister who asked that we witholde her name, for the prize which she received was a pair of cork screws.

And beholde, there came the eatables. And every woman did eat her fill, even so much that one of them became intensely ill, and called for others to rub her. And great was the rubbing thereof, for the sisters came from miles around, and indeed her pain was soon eased, for 'tis reported that she re-

turned to the festive board and did eat again. And he report may be true, for there were manye who could scarcely climb the hill when the repast was over. But there were none in the garden who enjoyed not themselves. And there was more dancing, and more singing, led by Sister Espey. And all of the sisters pronounced the event a success.

And when the day was done, beholde, the writer witnessed a sight that caused her eyes to be overflowing with tears of surprise, for indeed there was a sister who had a part of the feast in her apron. And she was in the act of smuggling it home to her Adam for his supper. All of which goes to prove that women, though they be daughters of Eve, and susceptible to the temptations of the serpent, do not forget their husbands—even though they be miles away from their abodes, and wandering around in the garden of Eden. Above all, let it be recorded, that when they arrived at their dwelling places, each one found Adam waiting patiently on the threshold.

Barbara Fritchie and Barbara Fritchey

*"Shoot, if you must, this old gray head,
But spare your country's flag," she said.*

WHETHER we are inclined to believe all of the circumstances in connection with the story of Barbara Fritchie, as told in Whittier's poem, or not, we cannot help admiring its spirit of patriotism.

We are told by those who knew the real Barbara Fritchie that she was a woman of strong convictions and one who would probably have risked her life in defense of any one of them. As it was, however, she lived to the ripe old age of 96. After the death of her husband, Dame Barbara practically gave her life to the service of her country, whose flag she always kept flying from her window. Many of these years

were spent in caring for the sick and wounded soldiers.

Two literary women, Miss Dix and Mrs. Southworth, are credited with having told the tale to Whittier, who knowing little about the town of Frederick, decorated the poem to suit his fancy. However, the opening lines of the poem,

Up from the meadows rich with corn,
Clear in the cool September morn,
The clustered spires of Frederick stand,
Green-walled by the hills of Maryland,

give a romantic setting to the poem and picture a fitting dwelling place for Dame Barbara.

(Continued on page 57)



Doily made from one of Dame Barbara's own linen sheets

Frocks that Harmonize with the Spirit of the Season—the Length of the Skirt?

By Maude Hall



THE frocks that hold one's attention longest and give the most distinct impression of excellent grooming, are those which express the greatest simplicity. Never was the array of materials used in their development more intriguing, and the most stubborn of us must admit reduced prices for several favored fabrics make it possible to replenish the wardrobe more liberally than for the past few years.

These are veritable harvest days for the home dressmaker. Cotton voiles and organdies which make up into dresses of expensive appearance cost as little as 35 cents a yard, while good-looking gingham and lawns are obtainable for a quarter a yard.

A model which will stand out among the

season's offerings for its style and crisp, cool effect, is in black and white organdy. The black takes the form of small dots sprinkled in groups over the surface of white. The front of the waist and front of the skirt are cut in one, the sides and back of the skirt being gathered to the lower edge of the sides and back of the blouse. An unusually dainty feature is the trimming on the skirt. This consists of two insertions of puffed net put on with narrow frills of Valenciennes lace. Where the skirt is gathered to the blouse, there is a narrow belt of self-material, which is tied in a bow at the back. The front of the waist is cut into a deep V, and finished with a collar of white organdy edged with lace and tied with a bow of black cire ribbon. Cire ribbons and braids are extensively used to supply a brilliant black note where it is telling. In fact, ribbons abound for all trimming uses, particularly smart being the narrow plaitings which are twisted, scrolled and turned in numberless ways to ornament simple frocks of silk, sheer muslin or crepe.

A dainty one-piece dress for summer is designed of bisque color cotton voile, with four straight frills of self-material on the skirt. The blouse is long-waisted and quite

plain, except for tiny plaitings of Harding blue ribbon above the narrow vest, collarless neck and turn-back cuffs. The skirt is a wee bit longer than usual. It remains to be seen how many inches the followers of Fashion will add to their skirts, despite the edict which has been sent out from Paris. Suffrage has made women assert their independence of dictums in more things than in politics, and it is doubtful if they are content to wear a skirt of any style that does not make its appeal on the basis of comfort and youthful appearance.

All black and combinations of black and white are the craze of Paris just now. Simple as to line and graceful in effect is a black and white gingham trimmed with fine white pique. The lines are distinctly chemise, the fullness at the waist being held in slightly with a narrow belt of pique. The front panel is of the pique also and above the belt it is cut in a deep V, then rolled back to form revers. White organdy forms a dainty vestee, the collar being of gingham. From shoulder to hem, down either side of the white front panel, are groups of small black taffeta buttons. The sleeves are elbow length and cuffless.

Dark blue and white check are combined in another charming gingham frock of French inspiration. The kimono blouse has an applied front, which is rounded away at the neck in conformity with the neck line and buttons onto the blouse proper. The lower part of the applied front is cut in one with



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the sash, which is tied in a smart bow at the back. The skirt is just a straight, gathered model, with deep hem.

Graceful long lines are emphasized in a design in watermelon pink voile, patterned with small black figures. The vestee, cuffs and collar are of pink organdy outlined with narrow frills of lace. With this dress are worn stockings that match the background of the voile, while the shoes correspond with the black figures. It is quite the thing this season to have the footwear harmonize with the costume, and as a result the shops are showing a variety of pretty things hitherto unheard of both in materials and color combinations. It's the feet this season that make or mar the costume, more, perhaps, than any other accessories.

LADIES' DRESS No. 9315. Nine sizes, 34 to 50 bust. Width at lower edge about 15½ yards. Size 36 requires 4¾ yards 36-inch material, 3¾ yards 6-inch ribbon for sash, ⅞ yard 36-inch lining for underbody. The waist having open front, with inset vest and a large collar. Long, plain one-piece sleeves, perforated for short sleeves with turn-back cuffs. Price, 35 cents.

Pictorial Review Dress No. 9422. Sizes, 34 to 48 inches bust. Price, 35 cents.

DRESS No. 9578. Sizes 34 to 44 inches bust. Price, 35 cents.

DRESS No. 9575. Sizes 34 to 44 inches bust. Price, 35 cents.

DRESS No. 9573. Sizes, 34 to 46 inches bust. Price, 35 cents.

DRESS No. 9549. Sizes 34 to 50 inches bust. Price, 35 cents.

TUNIC BLOUSE No. 9581. Sizes, 34 to 48 inches bust. Price, 35 cents.

SKIRT No. 9308. Sizes, 24 to 40 inches waist. Price, 30 cents.

DRESS No. 9580. Sizes, 34 to 46 inches bust. Price, 35 cents.

Boy's Sport Suit

Khaki is the logical material for the development of this sport suit. It is ideal for hikes and other activities of the outdoor



9010

season. It consists of a shirt with open neck and turn-back collar, and knee-length trousers. The sleeves of the shirt may be made long, with straight cuffs, if preferred.

Medium size requires 3 yards 36-inch material.

Pictorial Review—Boys' SUIT No. 9010. Sizes, 4 to 14 years. Price, 25 cents.

Lessons in Home Dressmaking

A Charming Dress of Dark Blue Taffeta that is both Wearable and Adaptable

A DARK blue taffeta is almost as serviceable as a blue serge, and a little more dressy. The model pictured here is thoroughly wearable and adaptable. It is self-trimmed, though some embroidery may be added, if desired. The fastening is at the left side. A panel effect is gained by cutting the back in one piece. At the front, however, the blouse and skirt are joined under a belt of self-material. The sleeves may be long or short. Set into the open front is a vestee of self-material, while a round collar finishes the neck. Medium size requires 4½ yards 36-inch material.

In order to make as few seams as possible, the front gore of the skirt and the entire back section of the dress should be laid along lengthwise fold of material, as shown in the cutting guide. The collar and vestee are arranged in the same way. The fronts of the blouse, sleeve and sash sections are so placed on the silk that the large "O" perforations rest on a lengthwise thread.

To make the blouse, gather the shoulder and lower edges between "T" perforations. Turn edge of front under on line of slot perforations, then hem the upper edge of vestee. Lap front on vestee with notches and edges underneath even. Stitch the right side edge to position and finish the left for closing. Adjust stay over gathers with large "O" perforation at center-front and with under-arm edges even. Cut off the front end of the left stay at small "o" perforation. Close under-arm and shoulder seams as notched.

Sew collar to neck edge and underneath the front of waist, with center-backs and small "o" perforations even. Next, close sleeve and cuff seams as notched. Sew cuff to sleeve with notches and seams even. Sew

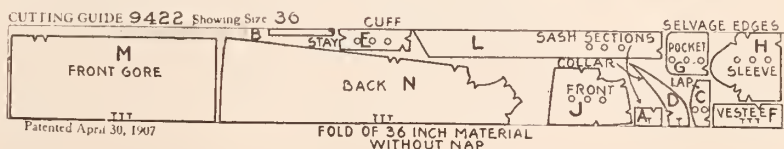
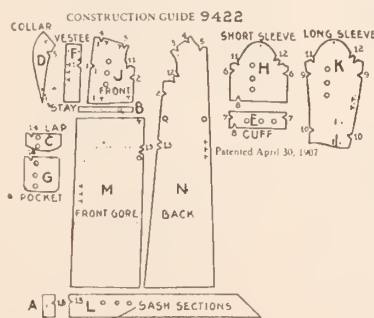
sleeve in armhole with notches and small "o" perforations even. Bring seam of sleeve to under-arm seam, easing in any fullness between the notches. Hold the sleeve toward you when basting it in the armhole.

Now, join front to back gore of dress as notched, leaving the left side seam free above the single large "O" perforation in front gore. Finish the edges above the perforation for closing. Gather upper edge of front gore between "T" perforations. Sew front gore to lower edge of waist over the stay with center-fronts and side edges even. Leave front gore free on left side, from small "o" perforation to left side opening, draw gathers to the required size and finish for closing.

Join lap to upper edge of pocket with notches and edges even. Adjust pocket on front gore with the upper edge indicating small "o" perforations. Join two sections of sash and arrange around the waist as shown, if desired, the ends of the sash may be lined with Georgette crepe of contrasting shape.



9422





Children's Page

The Doll's Party

*I gave a party to my doll, whose name is Nancy Blake—
My mother promised that she'd make some lemonade and cake.
The invitations read: "Be sure to bring your nicest dolls,
All dressed up in their Sunday clothes, and lace and folderols."*

*I had to ask the girls, you see, for dolls can't come alone,
For they'd be sure to fall and break all of their china bones.
The day arrived, and Mother made the lemonade and cake
For this great, wondrous party for my darling Nancy Blake.*

*Oh, goodness me! I'd never seen so many dolls at once,
There were baby dolls and mamma dolls, two brownies and a dunce;
Papa dolls and grandpa dolls, and Dinahs dressed in red—
So much excitement quite completely turned my Nancy's head.*

*We played all sorts of lovely games, then sat beneath the tree
And talked about our dollies' clothes until 'twas time for tea.
But then, alas! While Nancy and her friends sat 'neath the shade—
We greedy girls ate all the cake and drank the lemonade.*

The First Raindrops

ONCE upon a time there were no raindrops. All of the water that there was came from the sea and the rivers, and the rivers were few. Little stars shone in the heavens and every night the moon looked down upon the earth. Every day the sun shone as brightly as could be, and there were no clouds. The earth was very dry, as you may suppose, and few were the trees and flowers that grew there. In the daytime the people stayed inside of their houses, for it was too hot for them to come out, but at night the air was cooler and they came outside to do their work and to rest in the cool breezes.

One night the moon looked down upon the cottage of a poor peasant who lived a long way from the shores of the nearest river. He and his wife found it very hard to make a living or to raise things to eat, and they could not afford to live nearer to the water. On this night of which we speak, the man and his wife were sitting on a bench outside the door.

"What shall we have to eat tomorrow?" asked the good wife.

"Woe is me, I know not," answered her husband. "The lands are so dry. If I might only take the river and draw it up over the land for just a few minutes, the earth would be wet enough to cause the vegetables to grow. As it is, I fear we shall starve."

"Is there no one who can help us?"

asked the woman.

"No one," answered her husband, "unless it be the great sun himself, and surely he would never listen to a mortal."

"I know! I know!" shouted the woman, "I shall ask the moon; the moon will speak to the sun for us."

"No, do not do that," said the man, "for the moon and the sun seldom see each other and it would be asking too much of her to wait for him in the morning."

"It will do no harm to ask," declared the woman, "we would better do that than starve." And she waved her hand to the moon who was then sailing in her silver ship across the sky.

Of course the moon could not speak to mortals either, but she stopped her ship and winked her one eye to let the woman know that she heard.

"Oh, dear good Lady Moon," began the woman, "I come to beg a favor of you." The moon winked again and the woman went on.

"Won't you please ask the sun to see what he can do to help us? The ground is hard and hot and dry. The whole earth is dry. We'd like just a few more rivers, even tiny ones would help. Perhaps the sun could find a way to spread one big river over the land for a little while, if he could not give us a river of our own."

Lady Moon winked her eye again and

bade her sailors anchor her silver ship in the sky. Then she sat down to rest and to look over the tired world. There sat the peasant and his wife by the door; there stood a few tall trees, whose leaves were parched and withered; there sat a gaunt, shaggy dog with his tongue hanging out, dying from thirst.

"I must do something to help them," said the moon, "I shall wait here in the sky until the sun arises. He will be very angry, perhaps, but I shall speak to him for I must help these poor people."

So she kept her ship at anchor and waited.

Morning came, and in the eastern sky the great sun arose and rubbed his eye.

"Can that be the moon's silver ship anchored there in the sky?" he exclaimed to his charioteer.

"It is, O King," answered the charioteer, humbly bowing.

"Drive at once and find out the cause."

The golden chariot sped so fast across the sky that the people on earth began to wonder what was the matter. Soon it was beside the silver ship.

"What ho!" called the sun. Lady Moon came out to the bow of her ship and knelt before him.

"First, oh good King Sun," she pleaded, "I beg you to forgive me for waiting for you. Have I your permission to speak further and explain?"

"Proceed," commanded King Sun.

"The earth is dry and hot. Mortals are finding it hard to live there—" she began.

What do I care for mortals?" cried the king. "Mortals mean nothing to me!"

"Oh," said Lady Moon, tactfully, "but if you only knew how much they admire your strength, you would not say that."

"How do you know that?" asked the king, suddenly becoming interested.

"I have heard them," she declared.

"Why just last night I heard a peasant say to his wife that you were strong and powerful and able to do almost anything. For that reason I wanted to speak with you."



They had a good time at the welfare picnic at Akron, O. Viola Mains, whose grandpa is a yard conductor, and Bruce Hutchins, whose grandpa is Engineer A. McIntosh



Sarah Anne ("Bobby") Pennington,
our new contributor

Would it be possible for you to cause a river to spread over this section of the earth and water it so that the people might grow their grain and vegetables? I am sure that you can, if you will."

Then Lady Moon knew that she had touched King Sun's heart, for above all else, she loved flattery. She waited. Presently he spoke.

"I shall do something for them," he said. "Do you sail ahead as fast as you can now, for the other half of the earth is waiting for your light. Tomorrow you shall see what will happen."

The sailors drew in the anchor, the sails were hoisted, and Lady Moon in her silver ship went sailing away.

Then the king gave orders to his charioteer.

"At the first town that we reach today," he said, "stop the chariot and tie the horses to the tops of the tallest trees. Get out of the chariot and let yourself down into the town. There go to all of the potteries and ask for the largest pots; then go to the rope-maker's and get the longest rope you can find. I shall take a nap while you are gone."

Now this was a strange thing for the sun to say, for his servants had never known him to fall asleep. And the charioteer did not know what to think, but when they came near to the first town, he did as the king had commanded and went in search of the pots and the rope. And strange enough, the sun fell asleep.

Down upon the earth the people had begun to wonder what had happened. First, the sun and the moon were seen talking together, then the moon had set off in her silver ship faster than they had ever before seen her sailing; now the earth was growing dark. In truth, the sun was lying in the bottom of the chariot, and the only light the people had was the reflection of his flaming body against the sky. But the people did

not know this and they were afraid.

By and by, the charioteer came back with the great pots, seven of the largest that he could find in the town. Indeed they were so large that any one of them could have held a good sized river. The charioteer tied ropes to them, took hold of the ends of the ropes and climbed the tree to the chariot, then drew the pots up after him.

The sun awoke and they drove off toward the West. Then he gave his orders.

"As soon as we come to the ocean," he said, "let down the pots and fill them with water. Then, when we get around the world again to the place where Lady Moon waited for us, I shall take a nap again while you empty one of the pots. We shall do this each day, or as often as is necessary, until the pots are empty. Then I shall sleep while you fill them up again."

So, on the next morning, when the peasant and his wife awoke, the earth was dark again.

"What can it mean?" they asked each other.

Soon the water began to pour out of the skies in millions of tiny drops.

"Oh, oh!" exclaimed the good wife, "it is the river that the sun is bringing to us. I knew the moon would help! I knew the moon would help!" And the two seized each other's hands and danced about like happy children.

For a long time it rained. Then, when at last the sun came out, the peasant and his wife saw that between the hills there flowed little brooklets. Then the leaves on the trees became green again, the poor sick dog got well and all were glad. Now they knew that the crops would grow and that they would not die of hunger nor thirst. Straight-

way the peasants went to work in their fields, for the earth was cooler and they were able to work in the daytime.

On that night, when the moon came up again, the man and his wife looked up and thanked her. Lady Moon heard them, for she winked her one eye and smiled. Then she went sailing across the sky in her silver ship, watching over all the world while the people slept.

The Unwise Father

By Sarah Anne "Bobby" Pennington

(See "Little Letters from Little People.")

LITTLE Anne Flanders lived with her father and mother in a large city.

Her mother was loving and gentle, but her father was different. He gambled and said bad words; he smoked and drank very heavily. His wife tried to persuade him to stop, but it was all in vain.

Little Anne was like her mother. She had beautiful violet eyes, light golden curls, and even rows of white teeth. Her tenth birthday would be in June, but she would not receive any presents, she knew, because of her father.

One night the father, Jack Roland Flanders, came home and went straight to his room. He drank and was soon out of his mind. He lit a cigar and started to smoke; he laughed and threw the cigar on the bed. Then he drank more as the flames leaped higher. Then he threw himself on the bed among the flames.

Anne was with her mother in the room below. She was suffering with a toothache and her mother was trying to comfort her. After awhile they began to feel heat coming from overhead. Anne stayed in her bed



Left, Beatrice Mantz, granddaughter of F. M. Keane, I. C. C. Inspector, and daughter of Machinist J. R. Mantz, Grafton, W. Va. Upper center, Erma L. and Herbert C., children of Elmer S. Wright, Relief Department, Baltimore. Right, James Sampelle, Jr., Washington, D. C., and his pet bunnies. Lower center, James Alfred, little brother of Beatrice Mantz

while her mother went up to see what was the trouble. Soon Anne heard the people in the street calling and shouting. She jumped from her bed and ran to the street. There she could see the flames leaping from her father's window. The firemen rushed in and got Mrs. Flanders, but her husband was too far gone. Anne and her mother were taken to the hospital and placed under the care of Dr. Lynch.

In a few days Anne was well, but her mother never recovered. A week later Anne

kissed her mother, then Dr. Lynch led her gently from the room. A few minutes later Mrs. Flanders closed her eyes in slumber sweet.

Dr. Lynch and his wife both loved Anne. After the death of her mother they took Anne home to live with them. There she had everything that a child's heart could desire. In young womanhood she became a trained nurse, and was loved by every living creature.

Little Letters from Little People

GALE SCHACHTE, Mt. Pleasant, Pa., writes to tell us that her pet Bantam hen, Biddy, is dead, and poor Dick, the little rooster, is all alone. Gale is going to get another little hen and will call her Biddy also. She has a little kitten named Beauty. Gale has been visiting her little cousins, Mildred and Geraldine Arvin.

Kathryn and Mildred Hadden, Dover, Ohio, have been down to visit their grandma. They had a lovely time and brought Grandma home with them. One night they went on a little picnic. Mamma packed the lunch, and she knows just how to pack one, for she won a prize in the MAGAZINE Dinner Pail Contest. They had sandwiches, potato chips, a big jar of lemonade, pickles, a big cake that Kathryn made, and a dandy big watermelon. They took an old lady who lives across the street and all went out in Papa's new automobile.

Anna Kalous lives in Baltimore. She didn't tell me her address so I could not write to her. But she sent a funny picture of a chicken and wrote a story about it. Thank you, Anna, come again.

Now I must tell you about Sarah Anne "Bobby" Pennington, who lives at Cumberland. One day Sarah Anne Bobby (Bobby isn't her real name; she has her hair bobbed, that's all) came right into the MAGAZINE office with her daddy to see Aunt Mary. She has lived since she was a tiny little girl in a home in Baltimore. Here she came into contact with ever and ever so many little children whom she learned to love. Recently she had to spend some time in a hospital, but now at last she is back home in Cumberland. I am telling you all of this so that you will know where Sarah learned so much about poor children whose fathers drink and are mean to their families. Sarah herself has a splendid father who is crossing watchman at Polk Street, Cumberland. He had been without his little girl for so long that he came to get her and to take her home. They were on their way home when they came to see us. We are going to have some more stories from Sarah, so look out for them.

Phane Bateman, of Pittsburgh, also forgot to give Aunt Mary her street address. We hope she will let us have it. Her uncle Billy works for the Baltimore and Ohio and brings her the MAGAZINE.

Margaret Kelly, of Baltimore, likes to

read the MAGAZINE. She sent in a copy of Tennyson's beautiful "Bugle Song," which we will use on our Page some day.

Dear Girls and Boys:

I am sure that most of you have read all about Hiawatha, the little Indian boy; those of you who don't know about him will know something about Indians anyway. So, for the October Children's Page, we're going to have stories and pictures of Indians, wigwams, birch bark canoes, pretty autumn leaves, camp fires, and everything that you can tell me about Indians. There will be an Indian story, too. If anybody wants to tell me how to play Indians, that will be great fun, for we can tell all of the others about it. Now, get busy right away, before school begins, and let me have your letters, stories, poems and pictures. If you have a picture of yourself dressed in an Indian suit, let's have that, too, for we're going to make this the finest page ever.

Now, little girls, I'll tell you how to have a doll's party.

For the invitations, ask Mamma to give you an old last year's fashion book. Cut from it as many of the colored paper dolls as you wish invitations. Paste each of these on thin squares or oblongs of cardboard. On a piece of cardboard of the same size, write your invitation, which is only a little letter to your friends, asking them to come to your house on a certain day, at a certain time, and bring their dolls. Tie this sheet with a bit of ribbon to the back of the other, and there you are.

Now for the games. Place all of the dollies in a row on the porch or on a shelf, mantlepiece, or wide step. Then have Mamma or Auntie, or someone who is grown up, say which is the prettiest, which the funniest, and which the oddest doll. Give as prizes for these a doll's fan, a doll's washing tub, and a doll's tin cup and saucer.

Next have a guessing contest. Have Mamma write on a piece of paper and place in an envelope the name of a doll whose name is to be guessed. Then let the girls take turns in guessing, the lucky one getting the doll as a prize.

Have on hand as many of the little china penny dolls as there are girls. Give one to each, then let all go to a table where there are scissors, glue, crepe paper, needles and thread. Let each girl dress her doll. Offer

a larger doll as a prize to the one who makes the prettiest dress. Each girl keeps the doll that she has dressed.

For refreshments, Mamma will make you some ginger cookies cut into shapes of dolls and animals; lemonade or fruit punch, and home-made peppermints. This menu will be just right, for it is guaranteed not to make any doll ill. It can be served at a big table, or a number of little tables, but be sure to use large sized doll's dishes to eat from. If a large table is used, use for a centerpiece a small tree, planted in a pot. Around this all of the dolls may be placed, for dolls love to watch their little mammas eat. If there is anything else that you would like to know about this or any other kind of party, write to Aunt Mary, who will be glad to help you with yours.

Now don't forget about the Indians. I want lots of pictures, poems and stories about them.

With love,

Aunt Mary

Address:

Aunt Mary,
Baltimore and Ohio Magazine,
Mt. Royal Station, Baltimore, Md.

My Pet Chicken

By Anna Kalous

ONE day in Summer my sister Louise went out to the country. She is fond of chickens, and while she was feeding them, out of the coop came a little peep. Louise ran after it but could not catch it. Then she began to cry. I laughed at her. Then she went in and told my aunt.

On the next day they went out to look for the little peep, but could not find it. I went down to the old apple tree and there it lay dead. It was my pet chicken.

I told my aunt and uncle, who told my little sister. Then she went out to find it. There she buried it just where she found it. My uncle then told her never to chase a chicken again.



"My old home is not what it used to be."
Drawn by Anna Kalous, Baltimore, Md.

Barbara Fritchie and Barbara Fritchey

(Continued from page 51)

"God bless you, may you live long, you dear old soul," a Union soldier is said to have called out to her as she stood leaning on her cane and waving her flag from her window.

So much for Barbara *Fritchie*; now for Barbara *Fritchey*, the 13 year old daughter of Master Mechanic F. W. Fritchey, Riverside. Little Barbara holds in her possession the doily, pictured on page 51 which was presented to her by a relative of this patriotic lady of Frederick. The following letter accompanied the doily:

413 S. MARKET STREET,
FREDERICK, MD., September 2, 1920.

Dear Miss Barbara Fritchey—

You will, no doubt, be surprised to receive this note. Yesterday my mother received a letter from a friend living in Baltimore,—Mrs. Marion H. Howarth, 3605 Forest Park Avenue—in which was enclosed a newspaper clipping, showing a picture of your mother as the first Baltimore woman to declare her intention of voting, and saying that she intended preserving her certificate for her daughter, Barbara, who had just celebrated her 13th birthday.

Your name attracted Mrs. Howarth as being the name of mother's great aunt, Mrs. Barbara Fritchie, whom Mr. Whittier has made famous in his poem, and we wonder if you are her namesake.

I am sending you a little souvenir, made from one of Barbara Fritchie's linen sheets, for which she spun the flax at least 100 years ago.

My mother has in her possession the flag which Dame Barbara waved to both the Confederate and the Union soldiers, also a number of articles which belonged to Barbara Fritchie: the coffee pot from which she poured coffee for General Washington in 1791; the comb that was in her hair when she was buried. When her remains were re-interred, after resting in the old church graveyard for about 51 years, the comb was sterilized and placed in our cabinet with the other relics.

My mother celebrated her 81st birthday yesterday, September 1. She wanted to write to you, but she cannot concentrate her mind sufficiently to write a letter, although until recently she has been able to write very interesting letters.

I trust that this note will reach you and that you will like the little doily. I feel sure that you are as patriotic as your namesake, Barbara. Perhaps some time you will come to Frederick and we will have the pleasure of meeting you.

Mother joins me in kind regards and we hope you will have many happy returns of your birthday.

Very sincerely yours,
MISS ELEANOR D. ABBOTT.

Recipes

Following are some of the best recipes selected from among the entries in the recent Dinner Pail Contest:

Cheese and Pimento Sandwiches

Mrs. W. O. Smith, Gaithersburg, Md.

Take 1 pound of cheese and a small can of pimentos. Run through a food chopper and moisten with Mayonnaise dressing. Spread between home made rolls, crackers, or baker's bread.

Apple Sauce Cake

Mrs. W. O. Smith, Gaithersburg, Md.

2 cups sugar
1 cup compound lard, creamed
2 cups apple sauce
2 teaspoons soda, dissolved

Mix with the lard and sugar 1 teaspoon nutmeg, allspice, cinnamon, and lemon extract. Have 1 pound raisins, well floured. Add 2 cups sifted flour. Mix all together and bake for 1 hour in a slow oven.

Island Float

Mrs. J. A. Engstrom, Garrett, Indiana

1 cup granulated sugar
2 eggs
1 tablespoon cornstarch
1 pint milk

Save out the white of one egg; mix sugar, eggs, and cornstarch, then add to heated milk. Add flavoring to suit. Cook until thick and pour into pudding dish. When cool spread on the stiffly beaten egg white. If desired, shredded cocoanut may be added to both pudding and meringue. This pudding is both delicious and nutritious

Dear Women Readers:

One Saturday afternoon recently I met two of our girls from the Baltimore and Ohio Building at Baltimore on their way to the station.

"Where are you bound today?" I asked them.

"Atlantic City this time," answered Ruth. "You see, it's this way," she added, "Betty and I have made ourselves two perfectly stunning bathing suits, and we thought it a pity not to wear them while the bathing is so good everywhere."

"Quite right, of course," I laughed, "are you holding good that resolution of yours to go somewhere every week end?"

"Yes," answered Betty, "and we've found out some beautiful places on Our Railroad. I don't know what we'd do if we didn't get free transportation. Why, do you know, before I came here to work I had never been farther north than Philadelphia, nor farther west than Washington, D. C." She looked at the other girl and laughed. "Shall we tell her about the history woman?"

"Go ahead," assented Ruth, smiling.

"We were on our way to Cumberland. On the train and in the seat opposite sat a little old lady. Well, if anybody new history and scenery, that woman knew it. Before we had gotten past Harpers Ferry we had history poured into our ears by the yard. And as for the scenery and places of interest—well, I never heard anything like it. As soon as she was gone, Ruth and I wrote down in our notebooks what we remembered. Now whenever we go up the Line, we try our new-found knowledge on some woman or girl who looks as though she'd like to be entertained. Several weeks ago there were two old maid school teachers who were dying for fear they'd pass John Brown's monument without seeing it. But we heard what they said and saw that they didn't miss anything. They asked us all kinds of questions, and we were glad that we were able to answer most of them. The schoolmarms were so delighted that they asked us to visit them in their home in the mountains. Of course, we may never see them again, but it's lots of fun for us to be able to speak to the passengers about *Our Road*. Sometimes an old lady will open her eyes and say, 'What! Do you mean to say you work for a railroad? Are you brakemen, firemen, or conductors? Oh, dear! What is the world coming to!'"

"Anyway," added Ruth, "we're learning the Railroad 'by heart' and they can't fool us much on questions now. Everywhere we go we find somebody's willing ears, and we have lots of fun in the bargain."

"Come, Betty, I hear the train coming," and the two were gone in a flash.

What a fine way to advertise the Railroad. I wish that we all might be as well informed as these girls, for I am sure that they are "business getters" without knowing it.

Yours sincerely,

Margaret Talbot Stevens

Associate Editor.

Jolly Party Attends Presentation of Championship Safety Banner at East Side

THE presentation of the Championship Safety Banner to East Side Terminal employees at Philadelphia on Wednesday, June 29, was the occasion of the gathering of many officers. The entire working force at East Side Shops assembled at the foot of the flagpole and heard their efforts extolled by General Manager Scheer, General Superintendent White, Division Superintendent Hoskins, Superintendent Safety Department Broderick, Terminal Trainmaster Gallary and Master Mechanic Hines.

A surprise was sprung by Mr. White, aided and abetted by Mr. Scheer. After the formal presentation by Mr. Broderick of the official banner, at a signal from Mr. White there was run aloft on the flagpole a white pennant with deep green border and green letters. It was a gift from Mr. Scheer and Mr. White to the employees in recognition of the superb record made. For some reason or other, the employees at East Side have a fondness for green and before the campaign was started Mr. White promised the winner on his territory a green pennant. So, to carry out his promise, Mr. White had the extra pennant made and it will be flown from the flagpole. The other banner will be hung in the office of Mr. Hines.

Mr. Scheer was host to the party that went from Baltimore to Philadelphia. They arrived there at 2.30 p. m. The shop's band, under the direction of "Tom" Cooper, played a few selections. Mr. Hoskins, who was presiding, opened the exercises by expressing his appreciation of the record the employees had made. He then introduced Mr. Scheer.

"When I came to East Side the latter part of March," said Mr. Scheer, "to ask you men to give your fullest cooperation in the 60-day Safety Drive, I had an idea you would be the victors. I am here today to extend the congratulations of the operating officers of the Baltimore and Ohio. And these congratulations are well deserved. In the 61 days that the Safety test lasted you had only one accident. That is the best record made anywhere, at any time, on the Baltimore and Ohio. What appeals to me most is the fact that in those 61 days of April and May there was not a moment of sorrow in the home of any of our Railroad men in Philadelphia. The same cannot be said of some other places on the Eastern Lines of our Railroad.

"So you see, it is worth while to be careful. While I bring you the congratulations of the operating officers, I want to extend to you my words of personal appreciation of your accomplishments. Your record, I feel, will stand for a long time without being excelled. Let me call your attention to some of the accidents that occurred on the Eastern Lines during the drive."

Mr. Scheer then read some of the more distressing accidents and pointed out the way they might have been avoided and sorrow kept from Baltimore and Ohio employees' homes. "In closing," he then said, "I want you to give me the assurance that you will give Safety the same attention in the future as you did during the 60 days of the campaign. You owe it to yourselves and to your families. Always be safe."

The banner was then brought forward by Mr. Broderick. He read the letter from C. W. Galloway, vice-president, to the superintendent of the division, as follows:

The Safety Campaign, which was conducted for 61 days, beginning April 1, at designated points on the Baltimore and Ohio System to demonstrate

by intensive work what could be accomplished in reducing casualties to employees, was concluded May 31.

During the period, East Side Terminal, including Maintenance of Way, Mechanical and Transportation Department employees, from the reports received, has made the best record among the points which were selected for this test on the Eastern Lines. These reports show that for the 61 days of this year there was 1 employee injured, compared with 22 injured during the same period last year. There were 310,094 man hours worked this year, compared with 411,408 last year. The man hours per casualty this year were 310,094, compared with 18,700 in 1920. The percentage of increase in man hours per casualty was 1,558 per cent.

The accomplishment of this commendable result has proved conclusively that every employee in and around East Side took an active and sustained interest in the campaign.

It is with a great deal of pleasure and pride that I offer you my sincere congratulations. The victory banner, which will be formally presented in recognition of the efforts put forth by the employees at East Side, I hope will ever be evidence to you that the observance of Safety Rules means not only efficient railroad operation, but also brings happiness to those who practice them. You will, I trust, preserve for all time what the banner represents and that only can be done by continued practice of all Safety Rules. Your victory was obtained through strenuous competition with other points on the Eastern Lines and your fight for success, I am sure, will be an inspiration to your energetic rivals.

After reading this letter, Mr. Broderick said:

"I come to praise Caesar, not to bury him. Some men achieve honors; some have honors thrust upon them. I am in the latter class today. Mr. Scheer delegated me to present this banner to you, and I appreciate the honor he has bestowed upon me. You have heard the figures as the result of the drive you so capably carried on here for 61 days. Only one accident this year, and that a very minor one, against 22 last year, is something that you should feel very proud of. As Mr. Galloway, our vice-president, points out in his letter of congratulation, the man hours per casualty went from 18,700 during the period last year to 310,094 this year. That represents a gain of 1,558 per cent.

"Now, a 100 per cent. gain is usually regarded as creditable. You men of East Side improved that 15 times. I cannot recall anything done equally as well and I believe you have set a new high mark that may stand for a long time. Toledo, your nearest rival, made a good record, but did not come up to East Side.

"It is not a new thing for Philadelphians to do the unusual. You all recall the noble act of Joseph Sweeney, who gave his life blood in an effort to save the life of a fellow employee run over in these yards by a train. Nothing is more commendable than that a man give his blood to save a fellow being. The management thought so well of this brave deed that he was presented a gold medal.

"I regard the secret of your success in the No-Accident Campaign as teamwork. Never for a moment did you lose sight of the

necessity for cooperation. There was, likewise, cooperation at the other places engaged in the drive, for accidents were reduced from 611 in the two-month period last year to 143 this year, or a reduction of 76 per cent.

"This occasion affords me an opportunity to solicit your assistance in another matter, and I feel that I can count upon you for help. On the Delaware Branch many children play upon the tracks and jump on and off moving trains. We have seen several distressing accidents from this cause. Each man here should constitute himself a committee of one to handle the situation. If you see the children risking their lives, warn them. If you know their parents, urge them to keep the children off the Railroad property.

"And, now, it gives me great pleasure to present to you the victory banner that you won and which is in recognition of the wonderful record you made. May it ever be the means of inspiring you to preserve for all time what the banner represents and that can only be done by continued practice of the Safety Rules."

Mr. White was then introduced and as he arose to speak two employees approached the flagpole with a very mysterious bundle between them.

"When my good friend Mr. Broderick notified us that East Side had won in the No-Accident Campaign," said Mr. White, "I was not surprised. I have yet to see the time when you men made up your minds to get something that you did not get it. You made up your minds to rid this terminal of accidents and how well you succeeded is evidenced by the remarks of Mr. Scheer that no other place on the Baltimore and Ohio ever has made such a record as you made. Reflect back and recall the 22 accidents this terminal had in 1920. Those accidents meant much suffering for many. Many of them were unnecessary. The one accident you had this year was a very minor one, a fireman stepping upon a piece of coal and turning his ankle. You have shown what you can do by united action.

"In preparing for this drive, I recall addressing you men and promising that East Side would get a green banner of victory if it won. The banner presented by Mr. Broderick has no green on it. Some of the other officers and myself felt that we must keep our word, and, therefore, I present this green banner to the employees of East Side."

Amidst cheers from the crowd, the secret bundle was opened and there was run up on the flagpole an American flag, with a triangular pennant beneath it, a wide green border and green letters on a white field. The pennant bore the following: "Safety Champions, Eastern Lines, April-May, 1921."

Mr. Hines next spoke. He plainly showed that he was elated because his men had come out ahead in the drive.

"I am very grateful," he said, "for the two banners and assure you that East Side will cherish them. You employees have heard all the praises of our officers. I knew when the campaign started that victory was as good as won for East Side, for I knew the spirit in which the men set out to win. I take no personal credit for the winning. I thank you men for the good work you have accomplished and I want it to continue for the remainder of the year."

Mr. Gallary made a few remarks, saying that he was glad to know that East Side at last had "come into its own." He added that he was particularly gratified at the showing made at the terminal and that it was accomplished solely through cooperation and because the men realized the true value of Safety.

(Continued on page 71)



Safety Roll of Honor

Baltimore Terminal Division

Superintendent Shriver has written congratulatory letters to Patrolman Stortz and Operator H. L. Minton, covering the following honor performances:

On May 30, while train of engine 4443 was passing West Baltimore, Patrolman Stortz observed broken arch bar on Wabash 16101. He notified the yardmaster at Mt. Clare Junction who had the car set off for necessary repairs.

On April 28, while train No. 92, engine 4522, was passing North Avenue Tower, Operator H. L. Minton observed that Baltimore and Ohio 149643, loaded with pipe, had shifted. He had this car set off at Bay View.

Baltimore Division

On March 9, as extra east, engine 4595, was passing Harmony, Delaware, Section Foreman Philip Gaines noticed broken wheel under Baltimore and Ohio 230707. He signalled to conductor to stop the train. Two feet and six inches of wheel were found gone.

On the morning of April 28 as No. 94 was pulling past icehouse at Brunswick, W. Jennings, in charge of icing cars, noticed Baltimore and Ohio refrigerator 15233 in an unsafe condition. He called the operator at "WB" Tower on the telephone and No. 94 was stopped. Car was inspected, found to be unsafe, and was set out.

On May 5 while second 13 was passing through Brunswick, Machinist J. C. Riser noticed car with brake shoe, hanger, and head down. Operator at Weverton was notified promptly and the train was stopped for examination.

About 6.07 p. m. on May 24, W. E. Crouse, trackman, at Mt. Airy, observed rod dragging under engine 1321, No. 72. He had train stopped and condition remedied.

Cumberland Division

On May 14, while No. 94, engine 4403, was passing Martinsburg, Operator J. L. Schroder noted all wheels sliding under 41st car in train and brake shoes red hot. He sent word to conductor by helper and brakes were looked after before starting up the hill.

On May 26 while extra 4420 west was passing Green Spring at 6.47 a. m., Operator J. D. Rockwell noted brake rigging down under Baltimore and Ohio 135432. He notified Conductor Eversole who gave the defect attention at Green Spring.

While extra 4413 east was passing Martinsburg on May 24, Operator J. L. Schroder noted brake rigging down under B. M. I. X. 6313, 20 cars from caboose. He informed crew as rear passed and sent word by helper called to assist train up the nine mile grade. The defect was given attention at Opequon.

While 2nd 55, engine 5068, was passing Bond on May 7, Operator H. M. Comp noted high and low coupler between 6th and 7th cars from engine. He stopped the train at advance signal where trouble was corrected with seven minutes delay.

At 8.03 a. m. on May 16 while extra 7133 east was passing McMillan, Operator C. W. Michael noted some defect under car about middle of train. He informed the crew and helper. The train was stopped and investigation developed brake rigging down. This was removed by crew.

On June 21, while at telegraph office at Martinsburg, Section Lineman H. O. Collison, while extra 4413 east was passing at 7.05 p. m., noted brake rigging down under car in train. He investigated and found part of rigging wedged between guard rail and track No. 4 at Burke Street bridge. He notified operator not to permit trains to use track; removed long piece of rigging from track, and got trackmen to assist.

At the time this occurred, double header 2858 and 4408 was on the approach circuit and was held until the track was clear. This is the fourth case in which Lineman Collison has picked up bad conditions, which were promptly cared for through his activity.

On May 9, as train No. 2 was passing Independence, Fireman Felton noted broken rail in No. 4 track. He promptly reported the matter. Trackmen made repairs.

On June 6, Operator J. D. Rockwell, before it was necessary to use interlocking switch No. 25, found switch instrument and covering badly damaged. Alongside of the switch he found piece of oak timber about 5 feet long by 6 x 2 inches. The maintainer was called and repairs were made without delay to traffic.

As No. 4 passed Green Spring on June 11, Operator J. D. Rockwell noted brakes sticking badly on rear truck of second car from rear of train. He informed dispatcher who notified No. 4 to look after the defect at Okonoko.

On July 3, First Trick Operator H. M. Comp, at Bond, noted track indication in tower go red. He made investigation and found rail broken in two, 12 telegraph poles west of office. He secured a pair of angle bars east of the tower and plated rail, running a bond wire around the break, which cleared up the indicator and restored the track to service for regular speed.

At 12.43 a. m. on May 13, while extra 4430 east was passing Martinsburg, Operator J. L. Schroder noted piece of pipe projecting from 10th car from caboose. The helper following to assist the train up nine mile grade was notified to inform conductor before starting up the grade.

On May 23, as extra 7040 east passed McMillan, Operator C. W. Michael noted car door swinging on 7th car from caboose. Being unable to notify crew at McMillan, he informed train dispatcher, who had necessary attention given the matter at Rodemer to correct the trouble.

Connellsville Division

While motoring home from work recently, E. T. and N. M. Harclerode, brother telegraphers, Hyndman, Pa., discovered enough stones and other debris piled on the main track near Foley to have derailed a whole train. They have been commended for their interest in observing and having obstruction removed.

Wheeling Division

On Wednesday, June 15, while train No. 53 was passing 39th Street, Wheeling, a child of two or three years came out from the alley between 37th and 38th Streets and lay down upon the main track. The crossing watchlady, Miss Marie Brandon, at 38th Street, observed the child and shouted to it, but it would not move. She immediately flagged No. 53.

Miss Edna Nolte, crossing watchlady at 37th Street, also noticed the child on the track and ran to get it off, but because of her excitement, fell just before reaching the child. However, she was able to get hold of him and she rolled with him off the track. No. 53 stopped about 15 feet from where the child lay.

Cleveland Division

CLEVELAND, OHIO, July 17, 1921.

MR. F. B. MORRIS,
Operator,
Lester, Ohio.

Dear Sir—I have before me information that while extra 4066 west was pulling by the telegraph office at Lester on July 12, you noticed broken flange on Baltimore and Ohio car 133784, 13th car from rear end of train, that you ran out and jumped on caboose and informed the conductor, who stopped train and had car set off.

It is evident that your careful observance averted a serious accident, as with 13 inches of flange broken off on this car, there is no question but what there would have been a derailment before this car had traveled much further.

I want to commend you for the interest you have shown in observing the condition of cars in trains passing that station.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent



Real heroines are Edna Nolte, (left) and Marie Brandon (right), who saved the life of a child. (See Wheeling Division note)

CLEVELAND, OHIO, August 1, 1921.
Mr. D. E. HALE,
Brakeman,
Lorain, Ohio.

Dear Sir—Understand you were brakeman on extra 4066 on July 24 and, while waiting at Seville, Ohio, for eastward train, in inspecting your train, discovered wheel on Baltimore and Ohio car 128607 with broken tread, and had car set off for necessary repairs.

Of course I appreciate that it is your duty to inspect your train while waiting for other trains. However, it is evident that this was given very close inspection and had it not been detected, it would have probably resulted in a derailment.

I want to commend you in this particular case and certainly appreciate what you have done. While this was a matter of "Safety First," it was also in line with economy. If a derailment had occurred, there probably would have been some heavy expense connected with it.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent

CLEVELAND, OHIO, July 9, 1921.

Mr. W. E. BUTTS,
Conductor,
Lorain, Ohio.

Dear Sir—Referring to your letter of July 2, reporting your discovery of broken rail between Wye switches west of "CO" Tower on westward main, about 12 inches broken out, on July 1, while you were conductor in charge of engine 4310:

There is no question in my mind as to your deserving a commendatory entry placed on your record for your watchfulness and the prompt action you took in this case, as no doubt had it not been discovered by you, we would probably have had a bad accident at this point.

This is indeed meritorious service and I have arranged to place the proper entry on your record.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

Ohio Division

Mr. C. H. WOMACK,
Train Baggageman.

Dear Sir—I have received information to the effect that on July 17, preparatory to your coming out on train No. 3, you were walking eastward on the platform when train No. 3 pulled into the station at Parkersburg; that you noticed a little girl about six years of age, walking westward on the edge of the curbing of the platform. Observing this while you were about twenty-five feet away from the child and seeing that she was not aware of the danger of the approaching train, you dropped your handbag and train box, rushed toward her and grabbed her just in time to avert being struck by the on-coming train. As a matter of fact it was thought that the pilot did strike the child but this was not the case.

For your gallantry in saving this child's life, I cannot find words to express my appreciation. While there is no question but that you jeopardized your life in performing this service, I feel that you appreciate that the good feeling caused by this heroic deed will ever remain with you.

Very truly yours,
(Signed) T. E. BANKS,
Trainmaster.

Commendable entry has been placed on the record of Brakeman W. Brooks, for discovering a burst wheel on C. & O. 33751, loaded with coal, while train 102, in which this car was loaded, was switching at Blanchester. He made arrangements

immediately to have the car set off and repaired.

On June 3, S. H. Baer, South Webster, Ohio, discovered a broken wheel in extra 2772-2724 west, while the train was at Bloom Junction. On the same date he also discovered a brake beam dragging on one of the cars. The interest taken and the prompt reporting of these conditions no doubt resulted in averting a serious accident.

Passenger Brakeman L. M. Wade has had commendatory entry placed on his record for his attention to duty, his alacrity and courtesy recently displayed on train 48, which resulted in congratulatory letter from Mr. C. E. Bell, President, C. E. Bell Manufacturing Company, Hillsboro, Ohio, to the trainmaster.

On July 11, a lady passenger on train No. 12, became suddenly ill. Another lady passenger on this train, upon noticing something wrong, made inquiries of the conductor and learning of the illness of the other, immediately offered her services, stating that she was a trained nurse, rendered valuable assistance and remained constantly with the sick woman from Chillicothe to Parkersburg. It was later learned that this nurse's name was Miss Lulu Werring of Lowell, Ohio. Such humanitarianism on the part of Miss Werring is certainly worthy of mention and commendation. A letter of thanks from the Baltimore and Ohio Railroad has been written her by Trainmaster Banks.

Indiana Division

On July 14, Samuel Hodapp, car repairer, while off duty, noticing C. M. & St. P. delivering cut of cars to the Baltimore and Ohio, observed that something was wrong with P. R. R. 36549. He inspected car and found that it was in bad order and off center. He immediately notified chief dispatcher and car was held for repairs.

Baggageman C. H. Womack Saves Life of Little Girl

By J. M. C. Martin, T. P. A.

Parkersburg, W. Va.

ON JULY 17 Clyde H. Womack, train baggageman, Ohio Division, while walking along the platform at Sixth Street Passenger Station, Parkersburg, observed a little girl of about six years, leisurely strolling along the curb of platform. Regardless of the possibility of personal injury to himself, he hurriedly dropped his handbag and train box, and rushed to the rescue of the child, carrying her to a point of safety just as No. 3 came into the station.

This was witnessed by a number of passengers and by employees of the Railroad and Express Company, all of whom were very loud in their praises of Mr. Womack. Unfortunately in the excitement it was not possible to learn the name of the child.

Having witnessed the affair and helped Mr. Womack recover his property so that he could continue to the baggage car of No. 3 for his run to Cincinnati, I can vouch for the facts as related. I understand that this heroic act has been called to the attention

Master Mechanic Fritchey Encourages Riverside Employees in Safety

THE most important change in the growth of Safety work on the railroads is the increase of interest recently noted, not alone on the part of employees, but also of supervising officers.

When Safety started, some divisional and mechanical officers did not realize how big Safety bulked in importance as compared with the many other things they were called on to look after. And, lacking the stimulus of enthusiastic interest on the part of their supervisors, the interest of employees at certain points also lagged.

Master Mechanic Fritchey, at Riverside, addressed the members of the Safety Committee of the Riverside shops on July 13 and his talk to the men was most encouraging and enthusiastic. He spoke generally of the results already accomplished by Safety at Riverside, and the much better results looked for in the future. As an indication of how big Safety bulks in his mind in the operations there, we quote the conclusion of his address:

"When I received the report of a campaign ended May 30, and saw that for the month of May Riverside Shop was placed, on the Honor Roll, I do not believe that there was a happier man on this earth than I. And that is one of the reasons why I feel mighty proud of our Safety Committee at Riverside Shops for this splendid achievement."

of the proper divisional and district officers who have expressed their pride in being associated with a man of the calibre of Mr. Womack; also that Trainmaster T. E. Banks of the Ohio Division has written an appreciative letter to him in behalf of the Company and that a merit note has been placed on his record.



C. H. (Cliff) Womack, train baggagemaster



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Office of General Freight Claim Agent

Correspondent, Miss E. T. Murray

BALTIMORE, MD., July 27, 1921.

To my Friends in the Freight and Claim Departments:

I wish to express my appreciation to you, one and all, for the many kindnesses extended me during my recent affliction.

Having been at the mercy of my friends for such a long time, I naturally felt that I could not expect them to be as good to me as during the two previous occasions on which I was confined to my bed, and when they were so good to me. This made me feel that during the busy, everyday life, somewhere, someone was interested in my welfare. This was a sense of great comfort to me.

During the weeks of my convalescence after my operation, my many friends never seemed to tire of looking after me. They were exceptionally faithful to me, showering me with tokens of love and sympathy and visiting me, all of which helped to keep up my spirits during the long spell.

I am now glad to say that I am feeling better and hope that before long I shall be well again.

Again thanking you one and all for your many kindnesses, and trusting that you will be blessed with a long, healthy, and prosperous life, I beg to remain

Your sincere friend,

(Signed) WILLIAM E. PLITT, JR.

General Freight Department.

The School of Instruction for all members of the General Freight Claim Agent's office has held ten meetings. There have been lectures from the assistant to general freight claim agent, the chief clerk and the assistant chief clerks of this department, which have all been instructive. We have also been favored by the following gentlemen: Messrs. P. J. Trueschler, assistant agent, Camden Station; F. M. Hanshumaker, supervisor station service; J. D. Clark, superintendent transportation; and G. S. Harlan, division freight agent, who have given us talks on the work performed by their particular branches of the Railroad. This should be helpful and enable the investigators to better understand the functions which that branch has to perform.

Several of our young ladies have said "I will" and are in the realms of engaged couples.

Yes, siree; "Shad" Gainor and "Tom" Littig certainly display some creations in socks and ties—SOME colors—SOME size—SOME styles! Can you imagine socks the color of a blue sky sprinkled all over with black dragons? That's "Shad's" latest edition, and ties of tangerine with lizards lazily lying here and there is "Tom's" newest fad. Quite fantastic, I'll say.

Wonder why "Jim" Love is eating so much candy these days? Can it be a substitute?

We have heard that our friend "Hoggie" Brown recently went into the bird business—raising canaries. "Hoggie" says, "the only trouble is that the birds won't build their nests where you want them to, and if they do start, they get the nest half finished and then tear it down."

Hard luck, "Hoggie." Why don't you consult "Bill" Chance? He is an old hand at the business.

That the stork pays no heed to the high cost of living is evidenced by the arrival of an 8 pound baby boy on April 21, at the home of Roy Moore, of the Reconsigning Division. And his name is Adam Henry. Can you beat that?

It was on February 22—Washington's Birthday—that Miss Helen Buxton, O. S. & D. Division, decided to take the "fatal plunge," with Miss Janice Vick and Mr. John Rier as witnesses. Helen and "Eddie" boarded an early train for Elkton, Md., where the "life-long knot" was tied. The next morning Helen (pardon, please) Mrs. "Eddie" L. Beatty, was at her usual place in the office and nothing was revealed until three weeks later, when it finally leaked out.

Real Optimism

Whatever else may happen,
Now that the country's dry
The sailor will have his port
The farmer have his rye.
The cotton still has got its gin,
The seacoast has its bar,
And each of us will have his bicr,
No matter who we are.

"Stagge," "Bill" and "Sam" and "Jim"—
All four handsome, neat and trim.
Three as jolly as can be—
"Sam," he steadies up the three.
A picture taken on the street,
Watch the "birdie," smiling sweet,
Standing on the corner there—
Answer to a maiden's prayer!

Relief Department

Correspondent H. Irving Martin,

Then the class in Progressive Poetry spoke up. At first the verse submitted by the office poet (F. B. V., Jr.) read thusly:
Our jolly file clerk, Baker Tall
May not be back until next fall
He's going where the weather's damp
To the National Guardsman's Camp
He'll come back black as a —
And, we hope, a little bigger
We give him credit for his pluck
So long, Baker, we wish you luck.

Then the censor of all poetry submitted it to the *Atlantic Monthly*, and *The North American Review* got into the ring and, after reading the verse, the result, behold, brought B. T. back and busted up the camp:

The subject cannot but appeal,
And in my heart I deeply feel
That it would merit efforts great
To do it justice. Ah, but wait,
If I but knew this cavalier,
I'd wildly rave of his career,
His raven locks, his golden curls,
His eyes of blue, his teeth of pearls,
His knapsack strong, his Roman nose,
Or how he wears his soldier's clothes.
But tell me, where in all creation,
Am I to get an inspiration
To write real poetry, as you say,
Unless I know the guy some way.
I'll take the poem you submit,
And boost the meter up a bit,
I'll add a comma here and there,
Or change the wording, if I dare.
But otherwise, I can't help one bit,
So I leave it standing as 'tis writ.
Perhaps you'll say, "My, she's contrary!"
But pray respect my age (Sweet Sixteen)
—Aunt Mary.

Take your choice, ladies and gentlemen. B. T. says, "Cut out the poetry—none of it in camp life." I'll tell it in his own words:

"On July 3 I set forth on my trip to Saunders Range, after having enlisted with the Fourth Regiment, Hospital Company No. 1, Maryland National Guard. We reported Sunday morning at 6.30 at the Fourth Regiment Armory, and received our instructions regarding camp duties. We arrived at Saunders Range at 11.00 a. m. Sunday, unloaded trucks, and pitched our tents. We chopped down stumps which were blocking our territory, then had to make our bunks, which were not bad ones at that. Following this, we were called to "chow," which I certainly did enjoy—nix. Take it from me, if you have never been in service, you are lucky. Worked all day Sunday and retired about 9.45 p. m. At 10.00 p. m. taps could be heard all down the line; "all lights out" came the welcome order; and my first day at camp was ended.

On Monday morning reveille was sounded at 5.15; gave us just about 8 minutes to be in line and answer roll call; then we had to police the grounds. When that job was done, we had a few minutes to ourselves. Whistle was heard "all out—fall in" and the day started. We then had breakfast on the



H. B. Stagge, William McCallum, "Jim" Haggerty, Samuel J. Pasovsky



The only pebbles on the beach. "Swarzy" and "Ott" (left) being the largest pebbles. The tide arose when "Ott" appeared. From Auditor C. & C. Office

lawn at 6.00 a. m., after which we hiked out to the drill field, and had setting up exercises. Then came the drilling until 12.00 o'clock; then came stretcher drills until 12.30; chow was then served. Well, the worst was over for the day. At 1.30 we hiked up to a shady spot under a spreading walnut tree, and listened to lectures until 4.30—then off until 5.30; that time allowed for shaving, shining shoes and dressing for regimental parade; inspection followed by Colonel Bowie. Well, outside of myself having to serve two days on kitchen police duty, the trip proved very helpful to me, and all those who were fortunate enough to enjoy it, I'm sure. My title:

Private H. Baker Tall,
Fourth Regiment, Field Hospital Co. No. 1,
Maryland National Guard."

The young man in the Savings Feature, whose mother called him Stewart, hasn't been working for a varnish company. No indeed, that mahogany tint was applied by the sun god, while said Stewart was floating around the Chesapeake in a canoe. Then the final and finishing touches at Atlantic City. Says he is feeling fine and work has no terrors for him. He looks fit enough to eat up all work offered, in less than four and a half innings.

Miss Elizabeth Helfrich, one of the Savings Feature "song birds," has flown westward to join her aunt and uncle at Colorado Springs. Something grand to have a voice and have a chance to go to Colorado. We'll bet "the rocks their silence break" with joy in that state before she leaves it. She is no timid thing, and each year tries to land the belt in the Vacationist's Long Distance Contest. Nothing, she thinks, like the joy of going into the boundless west where the trans-continental trains climb around the dizzy sides of the mountains like cats on a tin roof. George Fitch said that out in that country a man could climb far enough in five minutes to fall 800 feet in no time at all.

Frank Dorr made some near studies of shredded wheat and can demonstrate just what it costs to produce electricity at Niagara Falls. He and "Reggie" Forgan



Do you know 'em?

can now swap problems in cost accounting and can go each other one better in their studies of higher accounting, and in their determination to be 100 per cent. chaps. You remember the soap which jumped into fame by its 99.44 per cent. record? Well, "Reggie" Forgan started out to beat that percentage record in his home study course in higher accounting. When the record was tallied and his diploma engrossed and delivered to him his score tallied 99.3 per cent. We'll say that's something to be proud of, and he possesses knowledge that is an asset for all time.

"Uncle" John Bredehoeft reported a pleasant time at Atlantic City. He's all ready for another trip and doesn't need dark glasses, either, thank you.

Our friend who presides over the destinies of the check printing machine, to wit, Miss Beulah Kendall, spent her vacation at Rock Hall looking over the ancestral acres, and dusting off the cider press.

Miss Margaret Schutte is back at her desk after a long stay at the Church Home and Infirmary and a period of recuperation at Denton, Md. Nobody likes to be ill and we hope that all of the coming months and years will be well ones for her.



Gee up, Dobbin—(See A. M. R. notes)

Office of Assistant Comptroller Deverell Correspondent, JOHN RUPP

Mr. Haulenbeek, of the Law Department, can no doubt recall when the trolley routes in Baltimore were known by the names of various colors, viz.: the North Charles St. Line was the "Blue" Line; the Gay St. was the "Red" Line; the Madison Ave. was termed the "White" Line; the Pennsylvania Ave and Canton Route known as the "Green" Line; and the Hall's Springs, the Orleans St., and the Lauraville Extension were known as the "Yellow" Lines, all so called by the Baltimore City Passenger Railway Co., in 1898. There were two other car companies in those days, namely, the Baltimore Traction Co., and the City and Suburban Railway Co. Subsequently they were all merged into one corporation—the present United Railways and Electric Company.

We note with satisfaction the comments of Mr. Haulenbeek in the May issue of the MAGAZINE, which are highly complimentary to our office. We assure Mr. Haulenbeek that he is always welcome here.

Major Theodore Lang tells us in his "Loyal West Virginia from 1861 to 1865," that the Baltimore and Ohio was, from its geographical position, the principal theatre of military operations during the Civil War

and that for four years the road was the main artery which conveyed all the forces from the West for the protection of the Capital; that in turn, as necessity may have required, carried them back to the field of operation all along the border states. In the author's own language, "Admitting then the fact of the favorable geographical position of the road and the importance which both the Unionists and Dis-Unionists assigned to it, let us pause to inquire what would have been the result had the road been disloyal to the Government, and abetted the cause of the secessionists? The personality that determined the policy of the Baltimore and Ohio Railroad at that time was President John W. Garrett—his was the masterhand that opened the throttle and lever of her engines and sped them on their patriotic work."

Further on, where the author touches upon the personal relationship of Mr. Garrett to Mr. Lincoln and his Cabinet, he says: "Mr. Garrett was one of Mr. Lincoln's trusted advisors; his relation to Secretary Stanton was of the closest character. He was as much a part of Mr. Lincoln's cabinet as any man in it, and was often called to Cabinet counsels when questions of great moment were discussed."

Auditor Merchandise Receipts Correspondent

P. HENRY STARKLAUF
Wedding Bells

Miss Opal Mayme Taylor, Statistical Bureau, was married to Mr. Chancellor F. Moschell on June 1, at her home in Elkins, W. Va. Rev. F. H. Barron, D. D., of Elkins Presbyterian Church officiated. After a trip to the Pacific Coast they will reside in Baltimore.

Miss Martha E. Bye, Local Settlement Bureau, to Mr. Lay Thornton Jones, on the afternoon of June 15, at the home of the bride.

Miss Grace H. Miller, Statistical Bureau, to Mr. Milton Storm on June 21, at the Concordia English Lutheran Church by the pastor, Rev. Dr. P. H. Miller, father of the bride.

Miss Beatrice M. Addison, Interline Settlement, to Mr. John T. Potts on June 22 at St. Edwards Church, by the Pastor, Rev. James B. Kahler.

C. J. Wagner ("Dave"), Local Settlement, to Miss Marie Doyle of the Auditor Passenger Receipts Office at Ellicott City, June 25. Best wishes for a happy future.

Newly arrived—to C. J. Kane, a son; Charles Schwartz, a daughter. Congratulations!



And they called themselves the "Milk Babies," because they stole this ride on a milk wagon—Cecelia Stern, Lillian Boughner, and Addie McCauley, Office of Superintendent of Timber Preservation, Mt. Royal Station

For some time past we have had several gentlemen from the Federal Government reviewing our accounts. We bid them welcome and trust that their sojourn and business relations with us will be most cordial.

Here is poor old Dobbin all festooned up with Mrs. Ella Priester, Mrs. B. Swikert, Misses Gladys Erdman, Bessie McCormick, Ethel Bennett and Nellie Connolly.

Here they are, girls—look 'em over: the trooper sergeant and R. S. M. at Gwynn Oak Park at 10.30 p. m. on July 4. Evidently a barrage was being set in action; in the meantime, cut yourself a piece of cake. 'Tis to smile.

As for the subscription for the Charities' Alliance Drive at the rate of a dollar a minute, this Department subscribed 125½ minutes.

The following are a few of our attractive young ladies who recently visited Long Island Sound—to listen to the murmurings of the wild, wild waves: Vlasta and her little sisters, Bessie and Irene, Agnes, Mary, Marie, Margaret, Helen, Fannie and Angela.

Three of our boys, Frank Quinn, Ray O'Brien and Steve Serunas witnessed the fight between Jack Dempsey and Carpentier. They have many tales to tell. How about the pictures, Serunas?

The girls in Mr. Altherr's office had a theatre party on June 17, witnessing "Romance," starring Doris Keane at the Garrick Theatre. Our next party will be a Beach Party. C'mon in, the water's fine.

Baltimore Terminal Division

Correspondent, MARTHA V. FOX, *Car Record Clerk*

Famous Words of the Superintendent's Office Force

Leach: Did you hear anything about cutting out vacations?

Hughes: Say Joe old boy, did you see what Ty Cobb did yesterday?

Lincoln: Where have you been all morning, Adam?

Higgs: Nick, have you got the file on this?

Dean: Mr. Stringer? Get him on 411.

Zimmerman: Have you got your savings worked up yet?

Crocker: Haven't got time right now.

Carter: Say Joe, want to take a chance on a watch? Only 10 cents.

Sparks: Mr. Shriver's Office, Sparks speaking.

If the jewelers of Baltimore continue having auction sales, it is reasonable to conclude that the assistant chief clerk will remain in a state of bankruptcy, as it seems he cannot resist the red flags. The rest of us hope for a cessation of such sales as we cannot be expected to contribute to raffles forever.

Hamilton Watch

"The Railroad Timekeeper of America"

On Time

You buy a watch to tell you accurate time. Nowhere are watches more carefully checked up for accuracy than in railroad service.

We show here Conductor G. W. Valentine and Engineer W. S. Robinson of the Pennsylvania Eastern Lines comparing their Hamiltons. They run the Manhattan Limited between Harrisburg, Pa., and Manhattan Transfer Station—right outside of New York City—an important run. Engineer Robinson recently received the following letter:

PENNSYLVANIA RAILROAD
Eastern Lines

Office of Superintendent Philadelphia Division

Harrisburg, Pa.

Mr. W. S. Robinson,
Passenger Engineman

Dear Sir:

I am pleased to note the fact that you have made a perfect record during the month of March, 1920, as all trains you were in charge of made schedule time, or better than schedule time, and I desire in this manner to commend you for this excellent performance.

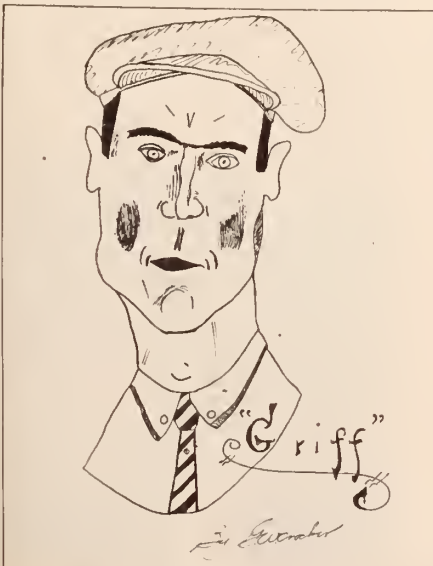
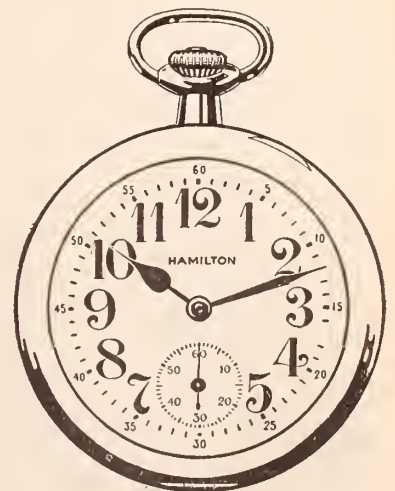
(signed) E. J. Cleave, Superintendent.

This splendid record was achieved by men who run their trains by the Hamilton Watches they hold in their hands.

Hamilton Watches are the favorite timekeepers of American railroad men. When you buy, inspect the Hamilton models that railroad men favor, particularly 992 (16 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada, \$25) and up.

Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated, and prices given.

HAMILTON WATCH COMPANY
Lancaster, Pa.



Around the Baltimore Terminal

Please mention our magazine when writing advertisers



Thelma, the loving daughter of Brakeman
C. R. Sisco

Heard in Trainmaster's Office, Riverside

Mr. Hopkins: That you Jake?
Miss Shipley: Any S. R. L. cars?
Mr. Faherty: Let me have your drag service.
Miss Poyner: Do you want to see Mr. Gaither? Did he send for you?
Miss Fox: I have given them that record four times this morning.

Heard in Car Distributor's Office

(Over the 'phone.)

Mr. Herbert: Let me talk to that guy Hopkins.
Mr. Rogers: How about those empties at Locust Point?
Mr. Fowler: Say Hon', give me the engine reference.

The accompanying pictures are of Jacob Decheff, who has had 15 years service as trucker at Locust Point, and Joseph Monaghan, who has had 22 years service as trucker at Locust Point. Both are old and faithful employees in the service.

We present herewith a picture of Miss Thelma Sisco, the charming little daughter of Brakeman C. R. Sisco, of Locust Point Yard.

In Memoriam

"When the shadows of eve are approaching,
And the merciless waves are in sight,
E'en on the sands of Life's Shore
encroaching,

'Tis then He says—"Let there be light."

With much regret we note the sudden death of Brakeman C. H. Pitt, of Locust Point. We extend our deepest sympathy to his family in their hour of bereavement.



Joseph Monaghan, 22 years service,
Locust Point

Mt. Clare Snops

Correspondent, Miss MOLLIE ALBRECHT
Secretary to Superintendent

Accounting Department

The picture at top of the right column shows young Arthur M. Lapp, Jr., in his twentieth-century Limited. Junior looks as if he is intent upon reaching his destination quickly, and his team won't have much chance of slacking on him. This little kiddie is the son of Arthur M. Lapp, Sr., of this department.

Locust Point

Correspondent, ROSS GOULD

An interesting game of ball was played on the diamond at Latrobe Park, on June 28, between the clerks in the Assistant Trainmaster's office at Locust Point, and the trainmen employed in Locust Point yards. There were about 5000 spectators.

Following is the line-up:

Clerks: Anderson, L. F.; Owens, C. F.; Richards, C.; England, S. S.; Garrity, R. F.; Link, 1B; Barrett, P.; Richenburg, 2B; Green, 3B.

Train Crew: Vogel, R. F.; Johnson, L. F.; Aldridge, 1B; Shakespeare, C. F.; Hepburn, S. S.; Wentworth, 3B; Gause, 2B; Lungenbeal, C.; Craig, P.

By carefully scanning the list of players, it will be observed that some of them are professionals and play on the various semi-pro teams throughout the city.

The score by innings was as follows:

	1	2	3	4	5	6	7	8	9	R	H	E
Train Crew	0	0	2	0	0	1	1	0	4	8	12	0
Clerks	0	0	1	0	0	2	0	1	0	4	6	3

At the critical stage of the game, in the ninth inning, the score being four all, and the bases loaded, the star batter of the train crew, Shakespeare, drove the ball into the harbor for a home run. Anderson, star batter of the clerks, had a very bad day at the bat, striking out three times. B. Craig, famous spit ball pitcher, of the train crew, had the clerks at his mercy, striking out 11 men. John Link, of the clerks, would have made one of the most beautiful running catches of the day, but his feet got in his way and he turned a somersault, missing the ball by 2 inches.

The participants of the game and the spectators extend their esteemed thanks to Assistant Trainmaster G. T. Clark, for the excellent manner in which he umpired the game.

J. J. Schott, J. L. O'Brien, M. Artka and A. Nowak, are contemplating going into the banana business. We extend to them our best wishes. J. T. Lycett has made a great success of the banana trade, since he was given the title of "banana king."

Captain A. C. Gray of the Tug Transfer, has been telling of the large fish that he caught off Mud Island, in the Choptank River, on his vacation.

Baltimore Division

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

Baltimore and Ohio Night and Relay

The Methodist Episcopal Church of Relay, Md., which is composed largely of employees of the Railroad, devoted Sabbath evening, August 7, to a Baltimore and Ohio night. The auditorium was crowded with employees, their families and friends. The music was furnished by a double quartette from the Baltimore and Ohio Glee Club.



Arthur M. Lapp, Jr. His daddy works
at Mt. Clare

The speaker of the evening was C. W. Egan, general claim agent, who delivered a most interesting and impressive address on "The Supremacy of Love." The pastor, Rev. W. A. Carroll, presided over the service.

Philadelphia, Pa.

Correspondent, J. A. McDEVITT,
Chief Rate Clerk

The picture atop next column shows three of the clerks in the General Foreman's office at East Side. They are, left to right: Mrs. Duffy, Miss Marie McAleer and "Joe" McGovern.

Our little turtledove has flown from the ark; that is to say, George, our messenger, has left us and is now imparting his usual pep and vigor in the Division Accountant's office at Chestnut Street. Now he will be nearer to his old friend, "Doc" Pence, and perhaps he will get some free cigars.

Our former general foreman, C. B. Smith, who was transferred to Glenwood Shops last month, dropped in to see us last week. Just to show how much we missed him and as proof of his popularity here, he was presented with a fine diamond ring, which he now proudly wears.

What happens when an irresistible force hits an immovable object? See "Johnny" Dimond and let him explain what happened when he got into the pathway of one of our heroes who was responding to the fire drill.

Did you ever hear of our little engine, the "ham sandwich?" No? Well, it's little 718. Just note the "ham" (Fireman Hamil-



Jacob Decheff, 15 years service at Locust Point



Mrs. Duffy, Miss McAleer and "Joe" McGovern

ton) between the engine and the tender. We had hoped to secure a photograph of this phenomenon, but "Ham" was too busy shoveling coal to pose for our beauty show. We'll get him yet.

We like our general foreman, J. M. Applebee, and we trust that this feeling is mutual. He has our best wishes for a successful career.

Morris Heitzer and "Fanny" finally got married. Wise boy! He is making his vacation serve as a honeymoon.

Cumberland Division

E. C. DRAWBAUGH, Division Operator
JOHN SELL, L. P. Clerk, Superintendent's Office

Keyser

Correspondent, HARRY B. KIGHT

The accompanying picture is of the "first trick" coal billing agent's force at Keyser, W. Va. Those in the picture are: H. W. Tucker, coal billing agent, Raymond Davis, Lela Kercheval, Wessie Merryman, Bertha Wells, Katie Lark, Carroll Gillmore and Howard Phillips.

On May 25, when the cornerstone of Keyser's new high school was laid by the Masonic Fraternity, there was deposited in a tin box one of the complete passenger schedules of the Baltimore and Ohio Railroad, and other papers, etc.; this box was placed in the cornerstone. This is Keyser's third school building and will be a magnificent structure when finished. We are proud to know that the cornerstone contains some mute evidence of our Railroad.

In addition to the Baltimore and Ohio timetable, there were placed in the box in the cornerstone copies of newspapers, lists of the high school and public school graduates, high school teachers and coins of different denominations.



First trick force, Coal Billing Agent's Office, Keyser

In the centuries to come, when the building is razed or done away with in some manner, it might be interesting to the folks who are then living to get out this box, and to read the jokes in the time table. You know if there is anything doing in town the Baltimore and Ohio must have a place.

Mrs. Mary Catherine Madore died on May 23 in the home of her son, Ralph H. Madore, Pittsburgh. She was born in Frostburg and in 1879 was married to George Madore, of Cumberland.

Among her surviving children is W. A. Madore, a third division brakeman, to whom and to whose brothers and sisters we extend our sincere sympathy.

Connellsville Division

Correspondent, S. M. DEHUFF

The recent idleness of the printers throughout the country saved the division one or two "absent" marks in these columns.

It's a pleasure to again see veteran George Dull's head protruding from a cab window. It's been a long while since George felt the touch of a throttle.

Miss Nora Grace, Division Accountant's office, is again on duty after a serious and prolonged illness. 'Twas hard work getting along minus Nora's magnetic presence.

The World War didn't originate any more "songs of hate" than has the rivalry existing between the various teams in the division ball league.

"Bennie" Beal, Car Distributor's office, has changed the name of his club from "The Soibusters" to "The Kildares." Please don't assume from the name, however,

"I Can Succeed!"



What other men have accomplished through I. C. S. help, I can. If the I. C. S. have raised the salaries of other men, they can raise mine. To me, I. C. S. means 'I CAN SUCCEED.'

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☐ Stationary Engineering ☐ Stenography ☐ French
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that there are any Percivals or Gerald's in the line-up.

W. H. Atkins, coal billing agent, says his moment of supreme joy came when he struck out Agent G. M. Tipton in a game



Ideal Park, Endicott, N. Y., is very popular during the summer months. It has every known form of outdoor amusements for young and old. Swimming pool, race track with stables, merry-go-round, dancing pavilion, picnic-grounds, etc.

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ENDICOTT, N. Y.

JOHNSON CITY, N. Y.

"Ask your dealer to see our line"



They enjoyed the "big eats" of Prize Winning Supervisor Hanna

recently. George states it was the second time such a calamity has befallen him, and George has voted for several presidents.

Yes, Mary Hart still graces a desk in the C. D.'s office; but her name isn't Hart any more. No, she altered it sometime during the month of brides, roses, etc. The lucky chap hails from Dunbar. Why slight your home village, Mary?

Medical Examiner Dr. H. H. McIntire, with his wife and son James, Connellsville, Atlantic City during the "A" period of July. They report the water just as salty, the sun just as tanning and the pier ball-room floors just as glassy as of yore.

While attending a convention in Savannah, Ga., in company with his wife, S. M. DeHuff, wire chief, Connellsville, lost about everything save his reputation. Money and transportation were among the items mislaid in the Sunny South.

Trainmaster W. E. Boyland witnessed the "battle of the Century" at Jersey City, incidentally William witnessed the passing not only of a good Frenchman, but also of sufficient of his worldly possessions to have kept him in Palm Beach uniforms for several seasons.

They say a good automobile is one that will bring you back from wherever it takes you. Can't say this of Superintendent Brady's railroad Ford. It seems to want to leave home well enough but generally balks on the return trip.

Our art gallery for the current month reveals the pictures of Trainmasters M. L. McElheny, J. P. O'Donnell, C. Schuh; Supervisors B. F. Hanna, A. K. Long, P. Thornton; and Section Foremen Morrison, Nicholson, Liphart, Fidler, Walters, Yunkin, Derry, Baker, Bittner, Schrock, Hayman and Wolfersberger. All of these gentlemen were guests at a sumptuous feast dispensed by Supervisor Hanna in celebration of his having won the Grand Prix in the "best section contest" for the year 1921. The fact that said banquet was staged in the Lutheran Evangelical Church at Rockwood, Pa., and presided over by the good ladies of that parish, does not mean that all hilarity and good time were dispensed with. With the experience gained by Supervisor Hanna in banqueting during his 21 years of prize-winning supervisorship, he proved that an abler host would be difficult to locate. In addition to those appearing in the picture, Mr. Hanna showed his versatility as an entertainer by including in his party some 22 members of a Sunday School class of which he is also supervisor—I mean president.

Glenwood Shops

Correspondent, FRANK RUSH

J. A. Shuck, carpenter, Glenwood, has been pensioned, effective July 23. He

entered our service at Connellsville as carpenter December 28, 1872 and was transferred to the Pittsburgh Division about the year 1886. He has been in our service continuously since then. He has always been a faithful worker and we do not like to lose his services, but wish him good luck.

Though "Tom" McCusker is only an apprentice he surely knows how to handle the tools.

Speaking about good times; what about a real live shop picnic? Everybody's doing it. Why not we?

It has been rumored that "Shop Order John," better known as "Gander Neck," is about to take unto himself a wife. How about it, John?

We have been given to understand that while off on a furlough, a baby girl was born to Machinist and Mrs. B. Sedler. Congratulations!

We are glad to see E. L. Hopkins back at work. Mr. Hopkins was injured while on duty several months ago and has just returned.

Glenwood may not get in here every month but there is a saying that it pays to advertise. We all agree, so let us see some of you strangers come around and give us the once over and you will all learn what we are mixing with a churn. First of all we have system, a clean shop, good workmen with careful methods, and last but not least, a good supervising staff.

Berger, what are you going to do with your bonus?

"Jug Head" Brecn is now taking on all comers. He will also clean up at the next sanitation meeting.

J. L. Bowser has been assigned to other duties and J. J. Smith has been transferred to Glenwood from Mt. Clare as general foreman of the back shops. We wish both of them success.

Miss Flynn has been presented with a fine "headlight." Good luck, little girl. But we will miss your smiling face.

Demmler Quiz

G. J. McDonough, assistant trainmaster, has made some remarkable changes about the yard office. He has had the steam heating system removed and a couple of hand stokers installed. He thinks this was a very good idea, because steam is not good for the rheumatism.

We also have with us at Demmler the champion weiner eater, the "hot dog" consumer, O. P. Dom, car foreman. If any of the fellows doubt it, communicate with his manager, George Fisher, who has a few dates open. Don't apply unless you can furnish a good record, as he knocks them cold.

Brakeman James J. Sweeney is our prize jazz dancer. Mr. Sweeney has just published the latest in jazz known as the "Sugar Walk of 1922." If any of the boys care to learn this step, James is very friendly and will assist all comers. After a few lessons he will be the main attraction at all dances. James is without question a wonder on his feet. He can be found any day at Demmler yard.

We don't want to sidestep the favorites such as A. P. Berg and his fireman J. G. McConnell. "Jim" is well known by that everlasting smile of his.

We have one more distinguished person who has come to light during the past year. Assistant Yardmaster Clay is a hunter and trapper. He has been a member of the Wild Life League for some time. He has been appointed a special officer and wears a badge.

William Mimnaugh, car repairman, has figured that two can live as cheaply as one, and has taken unto himself a wife. Good luck, "Bill," ole' boy. That leaves only one single man in Demmler yard, Helper Ernie Pritz.

Michael Mimnaugh, better known as "Jake," on his return home from work the other day, found that he was the proud father of a nine pound hostler. Atta boy, "Jake," keep up the good work.

Charleston Division

Correspondent, M. W. JONES, Secretary to Superintendent, Weston, W. Va.
"Think About It"



Left to right: Clayton Hale, son of Boiler Maker Foreman W. C. Johns, Sabraton, W. Va.; Virginia and Maxine, daughters of Chief Clerk R. E. Sigafosse, Sabraton, W. Va.; Gertrude, daughter of Roundhouse Foreman T. F. Cassell



Mrs. D. D. Nicholas, wife of water station foreman, Weston, W. Va., and her grandson, Glen. Mrs. Nicholas is the mother of five Baltimore and Ohio men—two conductors, a trainmaster, an engineer and a clerk

The accompanying picture is of Mrs. D. D. Nicholas, wife of water station foreman, Weston, West Virginia, and her little grandson, Glen.

Mr. and Mrs. Nicholas are the parents of five Baltimore and Ohio men: two conductors, a trainmaster, an engineer, and a clerk, who sometimes acts as extra yardmaster. Mr. Nicholas has been in the service of the Company for 29 years. During this time he has taken only one vacation, and has never missed a pay day until several months ago, when both he and Mrs. Nicholas came to St. Joseph's hospital, Baltimore. Mr. Nicholas received treatment and Mrs. Nicholas underwent a serious operation. Both are much improved in health and were able to return to their home in Weston on July 23.

Wheeling Division

"What is so rare as a day in June?
Then, if ever, come perfect days."

On June 22, Mr. and Mrs. T. J. Ball celebrated their 35th wedding anniversary at their home on George St., Parkersburg, W. Va. About 50 guests called at their home during the afternoon and evening to extend congratulations. The bride and groom of thirty-five summers were presented with a handsome fibre rocker (big enough for two) by their friends.

"Tom" is the indispensable time and onnage clerk at the Fourth Street Freight



Mr. and Mrs. T. J. Ball
Through the fields of clover
We will ride to Dover
On our golden wedding day."

House, Parkersburg, and has been in the service of the Company for the past 31 years. Beginning as yard clerk he has worked as rate clerk, assistant cashier, in fact, for anything that "Tom" has been called upon to do, he has been on the job.

The accompanying photograph was taken of Mr. and Mrs. Ball a short time after their wedding. Come on out from behind the bush, "Tom", we know yuh.

Western Lines

General Offices, Cincinnati

Correspondents

E. W. SPILLE, *Pass Clerk*, General Manager's Office

E. H. HENKEN, *Assistant Chief Clerk*, Division Freight Office

On July 10, Joseph F. Noewer, chief clerk to assistant to general manager, Cincinnati, Ohio, died after an operation at the Good Samaritan Hospital. "Joe" as he was well known by all employes in Cincinnati, started as messenger boy in the Accounting Department of the C. H. & D. and P. M. R. R., Cincinnati, at the age of 16, and worked ahead in that department until May, 1917, when he was promoted to chief clerk to general auditor of the C. H. & D. Railway. He held this position until the offices of the general auditor were moved to Baltimore. Desiring to remain in Cincinnati he accepted the position of chief clerk to assistant to general manager in August, 1918, which position he held at the time of his death.

He won respect because of the efficient manner in which he discharged his responsibilities. His cordial manner and disposition to be of service caused him to be one of the best liked men on the Western Lines.

Apparently enjoying robust health, his death was unexpected and came as a shock to his friends and associates. He is survived by his wife and mother, to whom we extend our sincere sympathy.

A Tribute to the Late J. F. Noewer

J. F. Noewer, late chief clerk to the assistant to general manager, entered the service of the Cincinnati, Hamilton and Dayton Railway as office boy in my office at Cincinnati, Ohio. It was his first position, and by diligent application to his work and loyal, conscientious and efficient service, he worked himself up to the position of chief clerk.

He had a particularly lovable disposition and all who knew or came in contact with him will regret to learn of his death.

The affection and esteem in which I held him during the 15 years he was associated with me, in which I saw him develop from a boy to a clean cut, efficient, honorable man, makes me feel deeply the loss we have experienced. He served the Cincinnati, Hamilton and Dayton Railway and the Baltimore and Ohio Railroad with every ounce of energy and ability he possessed and the Company has lost a faithful servant through his untimely end.

(Signed) F. A. DEVERELL,
Assistant Comptroller

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

A fair young damsel in the Superintendent's office, Miss Florence Darling, is now sporting a diamond, the gift of a young gentleman from Seymour. Of course, we have all expected this sooner or later, but nevertheless it came as rather a surprise. The wedding is set for the early part of October. The young lady has been the

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recipient of several showers and has also been tendered a beautiful wedding gift by the office force, together with the best wishes of all for a happy future.

C. F. Hopkins, age 72 years, was retired on a pension from the services of the Baltimore and Ohio on June 1 at Ivorydale, after having served for 25 years. Mr. Hopkins is well known in the Railroad service, having served faithfully in the Motive Power De-

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C. O. McDaniel was a farmer. Today he is an automobile expert, and his salary has increased 100%.

Jesse G. Vincent was once a toolmaker. He is now vice-president of the Packard Motor Car Company. He also got his early training from the I. C. S.

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partment in the Master Mechanic's office at Gest Street, as assistant timekeeper; timekeeper at Ivorydale; he also served in the Car Service Department at 5th and Baymiller Streets. When that office was moved to Baltimore, he went with it in the capacity of chief record clerk, which position he held for seven years. At the expiration of this time, Mr. Hopkins returned to Ivorydale to his old position, where he served until his retirement. Mr. Hopkins was a charter member of the Veterans' Association and one of his greatest pleasures is to visit the sick and injured Railroad men in the various hospitals, thereby creating many friends. Sorry to lose the services of Brother Hopkins, but faithful service receives a just reward. We wish him and his good wife many more happy years together.

They Know It All—Famous Sayings

T. Selhorst, Ivorydale, says, "It goes in one ear and the other out."

See Paul Haaf about the trains. He has made inquiries of the agent at Ivorydale as to whether the down train has gone up yet.

James Gilligan: Has my pass come in yet?

Charles Everly: Gimme a pencil, Charles.

Machinist Apprentices: Heard anything of my shortage yet?

Shop Foreman: Has Liebe been in here lately?

"Bob" Miller: Hello, everybody happy?

"Ben" Hesselbrock: H-O-W?

George Donnelly: No such of a thing?

Paul Haaf: Gimme. Have you got? Let me have.

Charles Arnold: It's in the book. It must be done.

Hurrah!!!! T. H. Barker has discarded his yellow raincoat and hip boots.

Harry Howden, veteran engineer, is certainly doing great work in increasing the membership of the Veterans' Association. Harry never comes to a meeting without one or more new applicants. Good work, Harry! You have the pep.

George Ernst, our handsome and accommodating yard clerk, is cooperating with all departments for the best service to our patrons. George is a great help in picking out nice big cars to fill the orders for industries in the West End manufacturing district.

The accompanying photograph is the first passenger engine turned out of Stock Yards Roundhouse, after having undergone class repairs. The engine took out a train of 17 cars express to Washington, Ind., having never been tried out before, and there was no trouble experienced whatever.

Cleveland Division

Correspondents

A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio

E. L. MILLER, *Chief Clerk to Division Freight Agent*, Akron, Ohio

H. B. SMITH, *Supervising Agent*, Cleveland, Ohio

W. E. BRUGH, *Clerk to Trainmaster*, Massillon, Ohio

We regret to announce the death of W. Osborn, one of our oldest passenger conductors on the Cleveland Division, May 23. He was born on March 18, 1869, entered the service as brakeman on August 8, 1895, promoted to freight conductor on August 18, 1897, and worked continuously as passenger conductor from April 10, 1904 up to the time of his death. He ranked in seniority as the third highest passenger conductor on the C. T. & V. District and was well liked by everyone. Funeral services were held at his home at Cleveland, Ohio, after which his remains were taken to Mineral City, Ohio. The cause of his death was attributed to kidney and heart trouble. The employees of the Baltimore and Ohio purchased a beautiful floral piece for him. For this and other kindnesses rendered, Mrs. Osborn desires to express her appreciation.

The School of Accounting, which includes all employees in the Division Accountant's office at Cleveland, closed its season on May 26. Instead of the usual evening of study, a dinner was given by the Division Accountant's force at Hotel Winton, followed by a theatre party. Special invitation had been tendered to S. W. Hill, assistant auditor disbursements and in charge of division accounting offices, by Mr. Jewett, division accountant at Cleveland. Of this the office force was unaware, and it was therefore a surprise to them when Mr. Hill appeared at the dinner. A very agreeable evening was spent and in a few well-chosen words, Mr. Hill explained the benefits to be derived by the employees in the Division

Accountant's office as well as other offices, by attending these night classes of accounting. In his usual happy manner he added to the evening's enjoyment.

Akron, Ohio

766 Hazel Street, AKRON, Ohio.

July 31, 1921.

Editor, BALTIMORE AND OHIO MAGAZINE, Baltimore, Md.

Dear Sir—May I ask through our MAGAZINE to convey to the Baltimore and Ohio Welfare Association of Akron my appreciation of the beautiful flowers sent me during my sickness.

(Signed) F. H. WILLARD,
Engineer.

Dover, Ohio

C. D. Powell made his first trip as conductor on May 18. "Hiram" said, "It is a great life if you don't weaken."

Conductor C. Walters just came to life when he found out he could dance at the tender age of 45. "Shorty" said he could have been a sport for the last 25 years if he had only known it.

Night Yard Master "Mike" Reidy and his family spent their vacation at Muncie, Ind.

Brakeman C. A. Thompson, who has been working out of Dover, has resigned.

Canton, Ohio

Mr. Metzger, our rate clerk, has been instrumental in securing several routing orders for shipments over the *Best and Only*. Keep up the good work, "Jesse."

E. J. Crampton, our most esteemed and genteel agent, spent Sunday, June 19, at the Welfare Picnic at Brady's Lake. This man whom we thought was so genteel and reserved, picked up enough nerve to take three young ladies, Olivia K, Marie B, and Doris L. L., along and kept them out until 11.30.

The accompanying picture of the five girls shows us the peaches and cream of the freight office, Canton.

Massillon, Ohio

Mr. and Mrs. William E. Brugh and son William, Jr., spent their vacation down in old Virginia, "Where the corn and 'tatoes grow." We hear they had SOME eats down on the farm.



First engine turned out of Stock Yards after having undergone class repairs



T. Morgan, car foreman, and C. R. Adsit, assistant division engineer, Massillon

L. T. Kegler, formerly agent at Elyria, has been appointed agent at Massillon, vice Agent E. J. Crampton, appointed agent at Canton, Ohio. We regret to have Mr. Crampton leave us, but wish him much success at his new duties at Canton. We also promise our cooperation with Agent Kegler to make his work a success here.

Mr. Brown, trainmaster of The Hagenback and Wallace Circus, reports that he had the best night's sleep on his trip from Massillon to Elyria on the night of May 25, that he has had in a long while. He states that during the last two years, their train has not been handled as nicely as it was on that night. We are glad to say that the engineer was J. Barnhart, Dover, Ohio.

Section Foreman C. Koontz, Crystal Springs, has resigned. J. A. Smith has been assigned to this section.

Conductor Long, who has been on the night yard job at Massillon for so many years, has been displaced, and has taken a daylight job with Conductor Burns. "Shorty" did have a little difficulty in seeing in the daytime at first, but has just about recovered his sight.

Toledo Division

Correspondent, EDWARD M. MANNIX

East Dayton, Ohio.

LOYALTY—This was ever the watchword at East Dayton and let it still be. Let us consider the responsibilities that confront the Management of our Railroad, and with renewed energy assure them of our assistance and support. Business is rapidly adjusting itself to normalcy, our Government's attitude towards railroads most pleasing, our foreign affairs showing marked improvement day by day. Let us do nothing to impede the progress of our Country; on the contrary let us hold out the right hand of fellowship and assure our management of its full meaning.

Don't lose that "Get More Business Habit." This is one of the essentials of success, not only for the Company, but for ourselves.

East Dayton feels proud of its record in its continuous No-accident Campaign; we realize the benefits derived from its teachings. Be ever alert to what the word "Carefulness" means to you and your fellow man.

It is pleasing to the writer to note the interest manifested by our correspondents at Dayton, Lima and Toledo, Ohio, and it is his desire to see them cultivate this spirit and keep these respective points fully covered. The editor of the MAGAZINE



W. E. Jr., year old son of W. E. Brugh, clerk to trainmaster

is confronting a situation over which he has no control, but 'ere long the notes will appear and things will move as smoothly as ever. The old adage—"No news is good news"—seems to hit the writer right now, as some of the boys are away on their vacations and some on furloughs. Let me say to those away and those remaining:

"I wish them health, I wish them wealth,
I wish this o'er and o'er,
I wish them Heaven when they die,
What can I wish them more?"



Peaches and cream of the Canton Freight Office

Division Accountant's Office, Dayton, Ohio

Assistant Correspondent, G. M. McBRIDE

The first annual picnic of Baltimore and Ohio employees of this division was held at Chester Park, Cincinnati, Ohio, on May 28.

The Division Accountant's Office was well represented. Out of all the competitions in running, dancing and swimming, this office was honored with one of the prizes.

The Division Accounting Department was unaware of any prize being captured. What was it Daley, a "chicken?"

We note that we have with us another poet, to whom a cordial invitation is extended to contribute to our own columns. Come on G. B. S. Don't act innocent—you're too big a man to hide. We can find G. B. S. any place, it appears.

Something we would like to see—
Somebody swipe that file of Mygatts.
Winnie wear the ring that John gave her on the left hand.

Eddy Velter chew tobacco.
Pay day moved up to suit the convenience of Mr. Harker.

"Sam" Payne comb his hair.

Eugene McKenna chew gum.

L. A. Daley, assistant maintenance of

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"Hank" Kirk, Newark Division supply man with his supply car at Massillon

way accountant, was granted a leave of absence on account of a nervous breakdown and is recuperating in Los Angeles, California. We are hoping that Lawrence will come back feeling like new.

Louis D. Kinzig, maintenance of way timekeeper; Francis Townsend, fuel accountant; George Mygatt, C. T. time clerk, and C. G. Ronk, C. T. timekeeper, are taking advantage of vacation time during the hot weather. Upon his return to the office "Bill" Ronk was questioned as to where he spent his vacation and he said at home. It is very evident that "Bill" appreciates his wife's cooking. That's the way to keep peace in the family.

Lawrence O'Connell, C. T. time clerk, has returned from the Mayo Institute where he went sometime ago for special treatment. After undergoing an operation, he says he feels like a new man.

The twenty round vocal bout between "Knock-em-Cold" Harker and "Put-em-Away" Kinzig, scheduled at the least provocation, has again been postponed indefinitely.

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Master Robert Schurr

By Special Request

I have been asked to write a little article for the benefit of other employes of the Best Railroad system in the United States and I know of no other subject of more vital importance than loyalty to the Company with which we are employed.

The time has come when all employes should again shoulder the responsibility of bringing the country back to normal conditions. We realize that business must be adjusted to meet the requirements of modern times and we are going to put our shoulders to the wheel, regardless of reduction in wages, which is necessary under present conditions.

The Railroads were loyal to the country and flag during other trying times in recent years and we are not now going to shirk our duty to our superior officers, who by persistent effort have guided us through the dark into the light of a new existence.

Let us not falter at our duties. A little sacrifice on our part will help materially and morally.

Keep smiling,

E. M. B.

Lima

Assistant Correspondent, RAY GARRIGUS

Around the yards in Lima.

Old faces back again: Churchill, graduate of O. N.'s famous school of table etiquette; Baker with his yellow goggles; Bowdle with grouch. Coal dock out of joint again; wreck train bringing in a string of cripples; carrier iron bolt broken, let a coupler down and the pile up started. Comes "Herb" Miller, a veteran of the old C. H. & D., J. Suydan with his section gang. They keep the tracks in first class shape. General Rumor has it that a certain clerk in the Car Foreman's Office is seriously considering matrimony. Yes, these warm moonlight June evenings certainly are effective. Here is Koch, preaching Safety First; Brewer, busy with the blue flags. Comes John Coffey, better known as "Skinny"—weighs two hundred and ten. "Pat" Finn tips the scales at about the same weight. I've always wondered what would happen to a ball game if "Skinny" played third and "Pat" came sliding into the bag. I think I'll keep on wondering. George Sobers, the handsomest man in the yards; no one seems to have the courage to tell George, however. "Mike" Shea wearing a white shirt. Now I know something is wrong. Better get back into the office before the "CC" comes out to hunt me. Take another stroll next month.

The car foreman's office has been moved into more spacious quarters in the old upholstery shop. 'Twas decidedly a good move and congratulations pour in from all sides. However, no one seems anxious to claim the honor. It's a cruel world indeed.

The division staff meeting was held in the hall over the new coach shop. R. B. Mann acted as chairman. An interesting meeting was held to which employes were invited.

Brakeman Harry Turner, more commonly known as 'Pig Iron Turner' to fight fans, is gaining quite a reputation in local fight circles.

Mr. Perry, A. R. A. accountant, was a visitor for several days. He had a cheery smile and a pleasant greeting for all. It is always a pleasure to have Mr. Perry with us.

Novelties in the News

Jack Harboldt has turned Republican.

Holmes bought a can of smokin'.

Baker confined to his home for three days due to worry over the 'Bad Order' situation.



Rev. and Mrs. Frank Jordan

Barrett in a pair of overalls. Face as black as a boilermaker. No, it wasn't trouble with his Ford. Just cleaning out some old records. Barrett is of the opinion that several of Noah's old records were in the bunch he resurrected.

Ireland stopped playing the "Jitney Machine."

Among the more recent benedicts are "Joe" Klett, car inspector, and Jacob Gerstenlauer, car repairer. We wish the happy couples many joyful anniversaries of their wedding day.

"Will" Clover, freight conductor, and Engineer David are both riding around in new machines.

Who said the country has gone dry? Callboy Helmig will vouch for the fact that it is still very wet, McCollough Lake especially. 'Tis said that while he was all dolled up in his Sunday best, the boat decided that the wrong side was up. You know the rest.

The accompanying photograph is of little Robert Schurr, year and two months' old son of Fred Schurr, division claim agent. Fred reports that the little one is picking up the business quickly by claiming all of the surplus pennies.

We extend our sincere sympathy to our general foreman, T. C. O'Brien, in the death of his brother, Patrick O'Brien. Mr. O'Brien was well known in Lima and his death will be mourned by many friends.

Middletown, Ohio

The accompanying photograph is of Mrs. Frank Jordan (nee Hermina Sixt) and her husband, Rev. Frank A. Jordan, who were married at the Lutheran church on June 10.

Mrs. Jordan filled the position of rate clerk in the freight office at Middletown, Ohio, for three years. She was known as the most efficient rate clerk in the city and was a valuable employe of the Baltimore and Ohio because of her conscientious work at all times. She is greatly missed by the office force and all with whom she came in contact.

Mr. Jordan was valedictorian of his class at Capitol University and was graduated in June, 1921, with high honors from Capitol Theological Seminary, Columbus, Ohio.

They are now living in Clyde, Ohio, where Rev. Jordan has recently been installed as minister of the Lutheran church.

We extend to them our best wishes for a happy and prosperous future.

The accompanying picture is of the Middletown, Ohio, Freight Office force. Reading from left to right they are: P. V. Martin, cashier; D. Emley, agent; John Wick, trucker; Clifton McGohan, assistant cashier; L. D. Arkill, receiving and delivery clerk; Margaret Thompson, rate and bill clerk; and Edith Grimes, accountant.

Railroading over Fifty Years and still at It

By A. B. Hedges

Brunswick, Md.

The accompanying picture is of Engineer Jefferson M. Buckner and Fireman F. Myers, of Rowlsburg W. Va. Mr. Buckner was born July 24, 1849; entered the service of the C. & O. R'y., as fireman April 1, 1870. He came to the Baltimore and Ohio as fireman at Parkersburg, October 9, 1872; was transferred to the Third Division—west end of Cumberland Division now—April, 1873, and has been in continuous service since. He works almost every day, helping passenger trains up the Cheat River grade; he says he can dance a "horn pipe" yet, as well as any other man.

When Mr. Buckner entered the service his first experience was with the Ross Winans "camel" engine and he has seen service on every other type the Company has had since, including the "Mallet." At present he runs engine 4309 and was preparing to help No. 11 when this picture was taken.



Freight Office force, Middletown, Ohio



Engineer Buckner and Fireman Myers

When Mr. Buckner entered the service of the Baltimore and Ohio he was 283 times for a regular turn; he has been the oldest engineer in point of service on the Division for the past four years. He has never had a serious accident.

When he entered the service the president was John W. Garrett; superintendent of motive power, John T. Davis; master of road, John L. Wilson; chief adviser to Maintenance of Way Department, John W. Bradshaw. It will be noted that they were all "Johns."

Mr. Buckner has kept a diary of all the important events on his division since he entered the service and it makes very interesting reading.

An Opportunity For All To Secure A Home

MARTINSBURG, W. VA., June, 1921.

Mr. W. J. DUDLEY, Superintendent,
Relief Department,
Baltimore, Md.

Dear Sir:—I acknowledge receipt of all of the papers and receipts which you returned to me promptly. In regards to the loan which I have paid in monthly installments by deductions from my wages, I have nothing to regret at all. It is a grand way for all employees to secure a home and I have advised lots of my fellow workmen to take the opportunity while in the Company's service. I can say for one that it is all right, and I praise our Relief Department.

I thank God that He has spared my life all these years with the Baltimore and Ohio and I feel proud and thankful that He has blessed me, that I have been successful and have prospered and have had good luck; that God has given me health and strength to work and to make my payments as they have come due on my home; also to make a living for my family of myself and wife and nine children.

If it should become necessary for me to get a loan, I will be sure to call on your department, as I have nothing to say against the Relief Department, for it is a good thing for us all. The grand old Baltimore and Ohio and its officials, from the bottom to the top, are good enough for me. I have been with them over 32 years, and I thank God that I can speak for you all as gentlemen. That prosperity and good luck may reign with you and the Baltimore and Ohio Railroad and all of its officers, is my best wish to you. May God bless you all.

Respectfully yours,
(Signed) T. R. HARDY,
Conductor.

Jolly Party at East Side

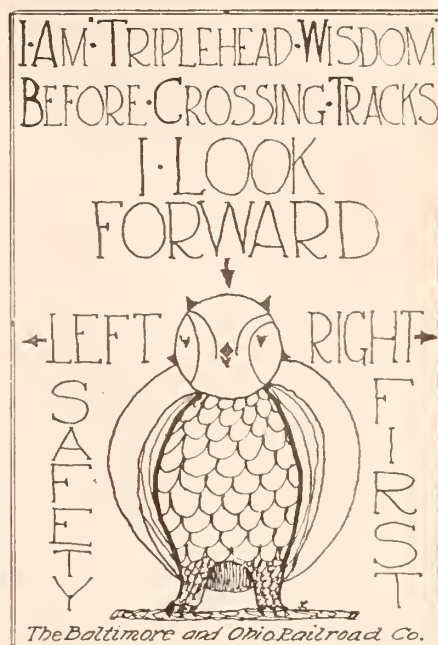
(Continued from page 58)

Large bouquets of flowers were handed to Mr. Hoskins. He gave one to each of the officers present. The flowers were the gift of the employes at the East Side Shops. The word had passed down the line that the young women in the offices were responsible for the presentation and Mr. Hoskins duly thanked them. Mr. Scheer took particular care of his flowers and when he reached his car he called his porter.

"Joe," he said, with quite an impressive air to the porter, "I was presented with these beautiful flowers because I made the best speech at the meeting. Put them in water and take good care of them until we get to Baltimore."

With a "straight face" Joe took the flowers and remarked: "Yes, sir. Mr. White gave me his bouquet a few minutes ago and I put them on the ice."

When the hard work is all over it's fun to be with the winners—But the greatest individual satisfaction belongs to that man who has done his part, whether he won or not.



Deshler Loads Many Cars of Agricultural Products

By W. W. Aycock
Agent

DESHLER does not show up very big on our System map yet we help fill up the holes in our earnings. For the season 1920 we produced 516 cars of sugar beets, 1500 to 2000 cars of grain, hay and straw and 100 cars of live stock.

We have a daily transfer of l. c. l. merchandise 15 to 25 cars running any where from 5 to 7 million pounds per month, in connection with daily interchange of car load traffic between the two divisions of 150 to 200 cars. This has reached as high as 500 car loads, which keeps a bunch of 25 to 35 men right busy.

The following item from our village paper shows what the farmers of this section think of suffering humanity, and what the Baltimore and Ohio did for the same cause:

"When the voice of the starving children of Europe came to Henry County Farm Bureau members two weeks ago a special meeting of the Board of Directors was called.

"Chas. B. Krohn of Deshler and Manager of the Farmers Elevator at Deshler, put the largest co-operative farmers marketing organization plant in the state of Ohio at the disposal of the Henry county farmers. Mr. Krohn was elected chairman of the County Corn Gift committee.

"To facilitate the need of hauling, every elevator in the county received and weighed the corn free of charge and gave the chairman the selling value of the corn in money. Mr. Krohn took the money and bought good milling corn, ran it over the driers at Custar and Deshler without service charge and loaded it into cars last Wednesday afternoon. The cars were switched into a train and five car loads shipped to Akron, where it was milled free of charge by the Quaker Oats Milling Company. The Baltimore and Ohio Railroad hauled our corn to Akron free of charge. The total corn gift amounted to nearly 7000 bushels."



Farmers' Elevator Co., Elevator "B"; daily capacity, 5000 bushels. Elevator "A" has about the same capacity

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The Late William E. Fazenbaker

An engineer who had no superior

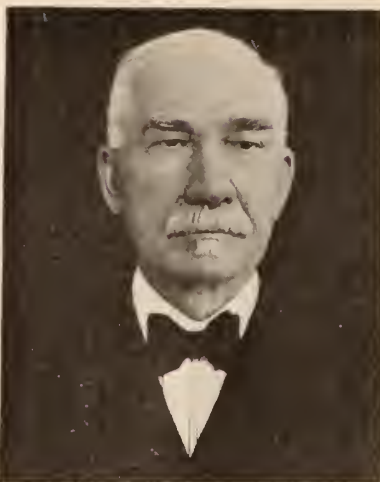
By W. J. Lavelle
Rules Examiner

William E. Fazenbaker was born in the year 1847 and died on May 10 this year. He entered the service of the Baltimore and Ohio in 1864 and voluntarily retired in 1914, after a half-century of service.

I regret my inability to pay the tribute to the memory of William E. Fazenbaker which it so richly deserves. He was one of the best known trainmen on the System. To know him was to love and esteem him. Those who knew him as intimately as I accepted his word as his bond. Even though I held a personal acquaintance and association with him during a period of forty years, I cannot now recall that I ever saw "Bill" Fazenbaker angry—and surely this is something unusual in railroad circles.

He possessed a genial and sunny disposition, had a keen sense of humor and his companionship was always sought by the boys of the rail. In times of trouble, his advice was considered invaluable. He was known to be conservative and never arrived at a decision until he thoroughly analyzed a situation from every angle. His associates used to say that he rendered his decisions impartially; his sense of honor would not permit him to do differently.

Having been train dispatcher for 30 years, I had ample time to study his ability as an engineman. In that capacity he had no superior and few equals; his judgment in handling a train was par-excellent. He was ever on the alert, and particularly vigilant when the weather conditions ad-



The late William E. Fazenbaker

monished "Safety First." It was a common remark among the patrons of the Road that they were never afraid to sleep when "Bill" Fazenbaker was at the throttle; they knew that if an accident occurred, it was only because it was beyond the power of a human being to avert it. "Bill" was a man who left nothing to chance which forethought could provide. As far as I can

remember, he never had an accident, and I believe I am safe in saying that his superiors never had cause to reprimand him.

As an illustration of his judgment of speed, I recall what an engineman, Edward Creel, who preceded him to the Great Beyond, told me when they attached a car to No. 3 to record the speed on the train. Creel rode in the car in order to observe the speed. He made notations of the rate at which the train was going at different points along the road between Cumberland and Grafton. When the train arrived at Grafton, he met Mr. Fazenbaker and told him the speed at which the train was running at each point where he had noted it. He said that his record corresponded accurately with that of Mr. Fazenbaker.

Mr. Fazenbaker was a member of the Masonic Order, of the Brotherhood of Locomotive Engineers, and of the Baltimore and Ohio Veterans' Association. The Masons had charge of the funeral services. The Brotherhood of Locomotive Engineers attended the funeral in a body, as also did the Veterans' Association.

"Bill" Fazenbaker is gone, but his memory will ever remain with his associates.

Once a Dumping Ground—Now a Park

By J. Hewes, Jr.

Division Engineer, Flora, Ill.

THE accompanying photograph shows what is known as Reed Park, O'Fallon, Ill. The park is located on our right of way, just west of O'Fallon Depot, and is kept up by Crossing Watchman Charles Reed, of Noble, Ill., who, aside from performing duties of operating the crossing gates at either end of this park, which duty he performs in a highly satisfactory manner, keeps the park in splendid condition, as you will see from the picture.

Three years ago when Mr. Reed assumed the duties of crossing watchman at O'Fallon,

he commenced the work of beautifying the surrounding landscape; this park was then a veritable dumping ground. Instead of the roses shown in the picture there were brush piles and tin cans scattered all over the premises. Mr. Reed, by his untiring efforts, has transformed the brush piles into rose bushes and the tin cans into violets, and in place of rank growth of weeds he has now smooth lawn grass. Mr. Reed takes great pride in this park and always insists upon officials stopping to view the attractions in detail.



O'Fallon, Illinois, where crossing watchman Charles Reed (insert) built a park from a rubbish pile

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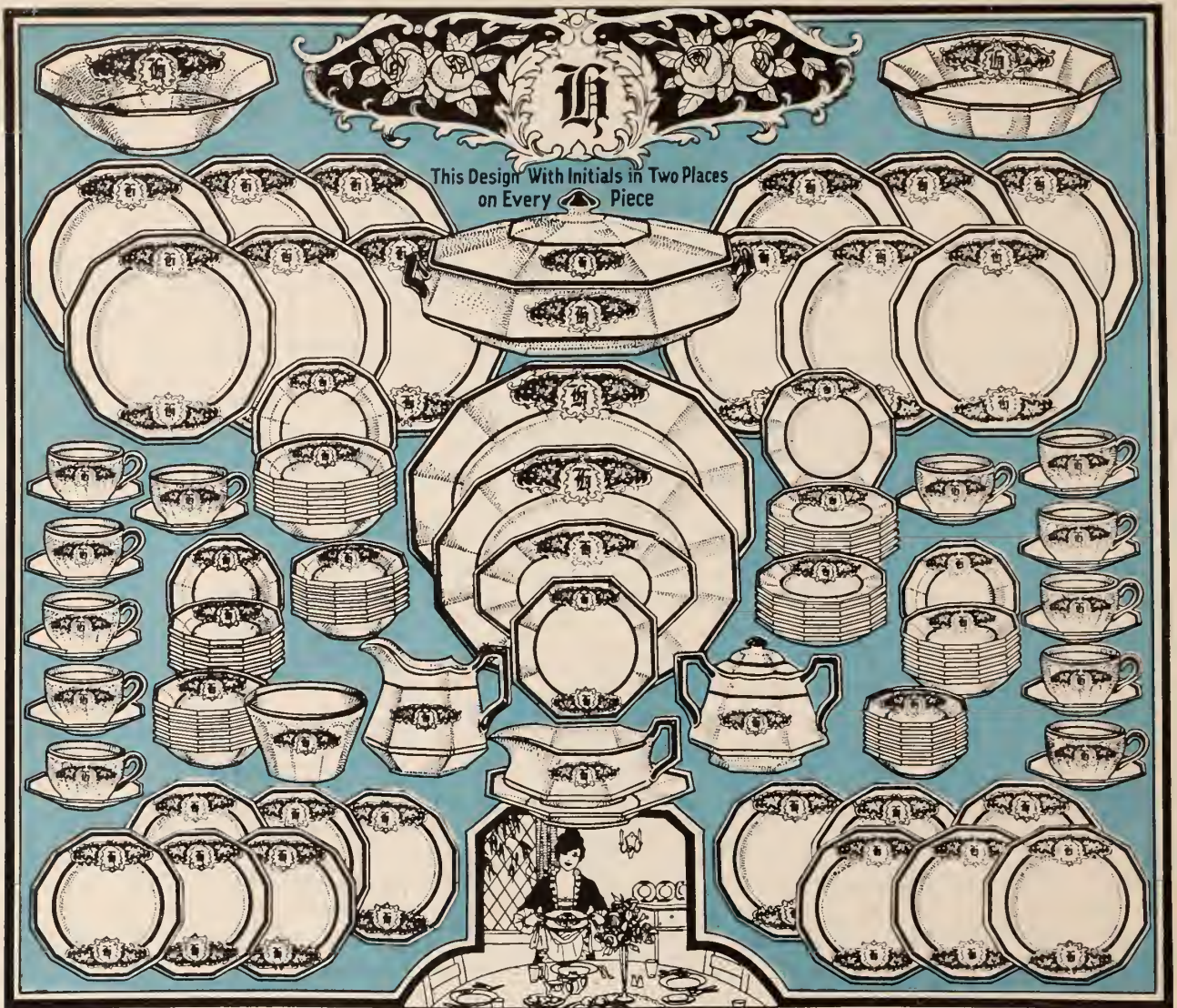
A RAILROAD is not the unfeeling and relentless devourer of automobiles and little children at grade crossings described by impassioned advocates in crowded court rooms. The whistle of danger is an engineer's use of a piece of machinery, but it is also the echo of a man's thought for his own babies left at home.

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A railroad is a disciplined power; owning rails and cars and locomotives; engaging the highest quality of mechanical skill and expert knowledge; *but the glory of a railroad is the united adjustment of its living nerves to patience, courtesy, speed and safety.*

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12 Soup Plates, 7 1/2 inches
 12 Cups
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 12 Cereal Dishes, 6 inches
 12 Fruit Dishes—5 1/4 inches

12 Individual Bread and Butter Plates, 6 1/2 inches
 1 Platter, 13 1/2 inches
 1 Platter, 11 1/2 inches
 1 Celery Dish, 8 1/2 inches

1 Sauce Boat Tray, 7 1/2 inches
 1 Butter Plate, 6 inches
 1 Vegetable Dish, 10 1/2 inches with lid (2 pieces)
 1 Deep Bowl, 8 1/2 inches

1 Oval Baker, 9 inches
 1 Small Deep Bowl, 5 inches
 1 Gravy Boat, 7 1/2 inches
 1 Creamer
 1 Sugar Bowl with cover (2 pieces)

1 Brings this 110-Piece Gold Decorated Martha Washington Dinner Set

Send only \$1 and we ship the full set—110 pieces in all. Use it 30 days. Then if you are not so delighted that you would not part with these superb, gold decorated dishes, return them and we will refund your \$1 and pay transportation charges both ways. If you keep them, take nearly a year to pay on easy terms.

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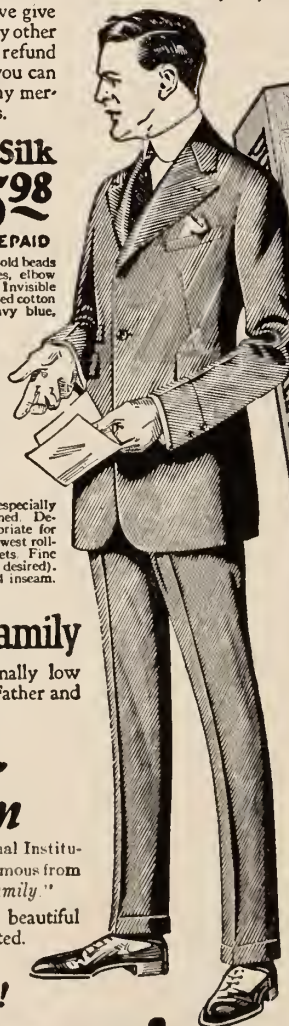
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Woven from Fine Wool Yarns! One of the most artistic designs ever woven. Coloring soft, rich and harmonious. Brown, tan, red, green and light colorings charmingly blended. An attractive floral pattern with large medallion center surrounded by harmonizing floral sprays and finished with a pretty border. Made seamless, of fine wool yarns selected for durability. Use it hard—it will stand the wear and give you long, satisfactory service.

IMPORTANT!

This seamless, wool face Brussels rug is a close, firm weave, which gives it much greater durability than you get from the ordinary kind. Be sure to examine the texture and weight. Judge by actual quality, not by appearance alone, and see what an amazing bargain you get in this rug.

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A Smoky Romance

"Lord Salisbury" and "Philip Morris," both accustomed to "London Life," were coming "Pall Mall" down the street on their "Camel," bound to see "Mecca," wherein the "Turkish Trophy," known as "Fatima," was making her appearance. At the door "Mogul," the keeper of the "Sweet Caporals," said: "This is a 'Lucky Strike' for you." Answered they, "'The Egyptian Prettiest' girl in the world is the 'Light of my Life,'" whereupon "Chesterfield" answered, "'Piedmont,' page 'Bull Durham.'"

—*Railroad Red Book.*

Mallet, Mikado or Mule

The Conductors of Hinton Division are telling this story on Gene McClandish.

As he spotted his mogul with a string of 80 loads at a water tank to give 'er a drink, he spied an old negro with a mule hitched to a mine dump car, and the following conversation ensued through the cab window:

"Uncle, that's a fine mule."

"Yas sir, he sho is a fine mule."

"Do you drive him all the time?"

"Yas sir, I drives him mos' all de time."

"Uncle, you got a mighty fine job, haven't you?"

"Yas sir, I 'lows hits a pretty fair job."

"Uncle, I reckon you get more pay for driving that mule than I do for running this engine, don't you?"

"Yas sir, I spec's I does, but boss, let me tell you sumpin—hit takes a man wid a heap of sense to drive a mule."

—*Chesapeake & Ohio Magazine.*

A Matter of Locomotion

A book agent approached a farmer. "Sir," said he, "those are mighty fine boys of yours."

"They are, stranger. The finest in this part of the world."

"I reckon you buy them anything they want."

"Why, sure, stranger; I buy them anything they need, whether they want it or not."

"Then, sir, let me sell you an encyclopedia for them; there's nothing else that will benefit them so much."

The farmer looked at the agent in astonishment. "Why, stranger," said he, "them boys of mine don't need no cyclopedias. They ride hosses!"

WILLIAM. TRULSON,
Snoqualmie Falls, Wash.

Minister: Would you care to join us in the new missionary movement?

Miss Helen: I'm crazy to try it. Is it anything like the fox-trot?—*Exchange.*

PATENTS

BOOKLET FREE. HIGHEST REFERENCES. PROMPTNESS ASSURED. BEST RESULTS.

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WATSON E. COLEMAN
PATENT LAWYER

624 F Street, N. W. Washington, D. C.

"Where He Go"

"What time next train go to Washington?" a traveling Chinese asked the railroad clerk.

"Two-two," replied the official.

"You no understand," insisted the Celestial. "I know the train go too-too. I no ask how he go. I ask when he go!"

—*Locomotive Engineer Journal.*

"Powerful Sick"

In the bright sunlight on a railroad station platform in Georgia slept a colored brother. He snored gently, with his mouth ajar and his long moist tongue resting on his cheek like a plush necktie. A Northerner climbed off a train to stretch his legs, unscrewed the top of a capsule and dusted the grains of quinine on the surface of the darkey's tongue. Presently the negro sucked his tongue back inside his mouth and instantly he arose with a shout and looked about him wildly.



"Mistah," he said, "kin yo' tell me whar I kin fin' a doctah."

"What do you want with a doctor?"

"I'm powerful sick."

"Do you know what's the matter with you?"

"Sutt'inly I knows wut's de mattah with me—mah gall's done busted."—*Anonymous.*

Pat: Mike was drowned last night.

Jake: Couldn't he swim?

Pat: Yes, but he was a union man; he swam for eight hours and then he quit.

—*Exchange.*



Volume 9

Baltimore, September, 1921

Number 5

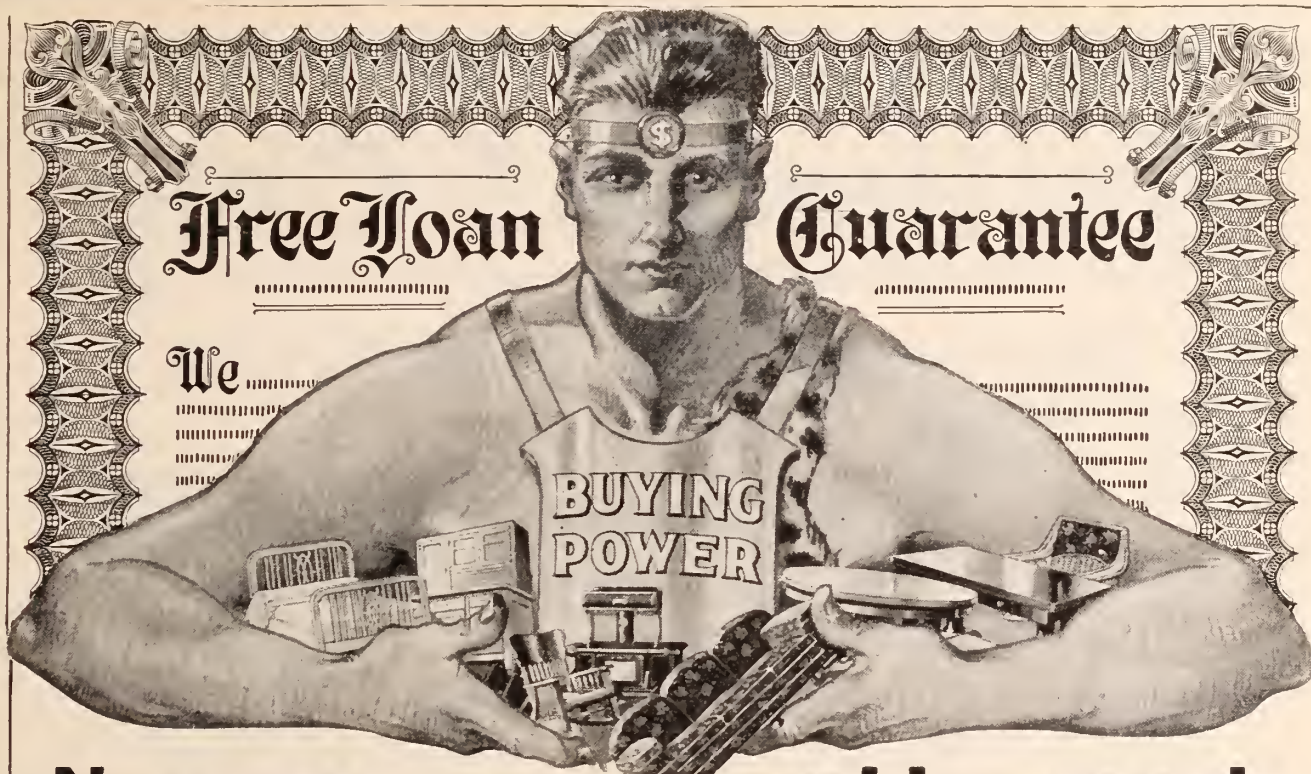
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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to improve its service to the public and to promote a greater community of interest among its employees. Contributions are welcomed. Manuscripts and photographs will be returned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

THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 36,000 copies per issue, our aim being to place it in the hands and in the home of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



Now comes a concern big enough to loan *furniture* free while you leisurely decide on it



Forget About Buying Ask for Our Free Book, Anyway

We invite you to have a free copy of our Home Lover's Bargain Book. It comes to you for the asking, without the slightest promise to buy.

Sooner or later you will need some home necessity, no matter how trifling. Our book shows everything.

So please don't think of it merely as a book of furniture. When your particular need arises we like to have you look everywhere else first. All we ask is to look in our book, too, and compare our display.

Then let us take all the burden of proving that in one way or another, we can please you better. Our way of proving it is to loan the article free of all cost or risk to you. We loan it to you long enough so that you have plenty of time to leisurely make up your mind.

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PHONO-	CRIBS	DIAMONDS
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You will find in it prices, amazing for their lowness. No greater display of house furnishings is shown anywhere. It is probably the largest book of its kind published. A great many things are shown in their actual colors.

Our new Home Lovers' Bargain Book is absolutely **Free** to you. In it we show many thousands home needs all **loaned free**. Entirely as an extra advantage, we bring the most agreeable and longest credit—**free to all**.

No matter how clearly and simply we state these **facts**—it's all so different, so entirely new—that some folks will go right on thinking it cannot be so. For fear the least shadow of a doubt can remain in anyone's mind, we go way beyond mere promises. We guarantee every statement we make here. This free loan guarantee comes with our free book. It is legally binding.

Your own postmaster, or station agent; any bank in Chicago, New York or other large city; or any bank in any town in the United States, no matter how small, will vouch for the fact that Spiegel, May, Stern Company will keep its every promise.

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We realize that before you decide on any purchase, even though the article seems to be exactly what you desire, there are several questions to be finally answered. Above everything else comes

price; then quality, service and appearance. Nobody can tell how a rug, for instance, is actually going to look and fit **on the floor** in your home.

You never know a person till you live with them; you never know furniture till you live with it and **use it**.

So again we say before you actually get right down to buying anything, **let us first loan it to you free** to be compared anywhere and used freely. This is the only test that means anything.

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With our free book comes a credit certificate that opens your account **in advance**. This credit is offered freely to everybody. No matter where you live, what your position may be, or what your earnings are, it makes no difference.

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That is what makes our plan so different. That is why our offer is so new. That is why credit here cannot ever mean extra costs, nor annoyances. We simply say, try your selection leisurely. Use it freely. Test it in any manner.

After you decide to keep it, begin to pay little by little. If not satisfied we bear every expense—all freight and hauling

charges. You see we have done away with all formality; all old-fashioned rules and embarrassing practices. It's just a friendly arrangement. We never write to your neighbor or employers. Don't have the least fear that we will ever try to pry into your affairs.

Our free loan guarantee is bonded by the National Surety Company, whose security is accepted in any court in the land. The Corn Exchange National Bank of Chicago, will tell you we'll live up to every statement. This magazine would not print this message unless it was true.

The United States Government would not allow us to misuse the mails by making false statements.

If you are the least likely to need the slightest thing for your home now or in the next six months or year, have our free Home Lovers' Bargain Book on hand for comparison purposes, **if nothing else**.

Spiegel, May, Stern Co.

1482 West 35th Street, Chicago, Ill.

Please mention our magazine when writing advertisers

Baltimore & Ohio

Trains will continue to arrive at and depart from

Pennsylvania Station *New York City*



ARRANGEMENTS have been made for the continued operation of Baltimore and Ohio trains to and from the Pennsylvania Station (7th Avenue and 32nd Street), New York City.

This station is located just one block from Broadway, in the midst of the shopping, hotel and theatre districts. Underground passageways connect station with Pennsylvania Hotel, Seventh Avenue and Broadway Subways to all parts of Manhattan and Brooklyn, also direct service by bus lines, elevated and surface cars.

In announcing its terminal arrangement in New York City, the Baltimore and Ohio also directs attention of the public to its centrally located terminals in other important cities reached by direct passenger service—Philadelphia, Baltimore, Washington, Pittsburgh, Akron, Cleveland, Columbus, Toledo, Detroit, Cincinnati, Louisville, St. Louis and Chicago.

Baltimore and Ohio trains are operated on convenient schedules between stations in over 1000 cities and towns. All through trains carry sleeping and parlor cars, first class coaches, and dining cars noted for their excellent meals.

Baltimore & Ohio Railroad

The noteworthy announcement made in this advertisement received wide publicity in the newspapers and through other media during the forepart of September.

Are the Carriers Doing Their Part?

Business men all over the country are asking what the railroads are doing to reduce their transportation costs; here is the answer from one of their officials

By Daniel Willard

President, Baltimore and Ohio Railroad Company,

in *The Nation's Business*

SINCE the return of the railways of this country to private ownership and operation, they have made large economies, and are continuing to make them. Certain other savings, which would require greater capital investments than are available at this time, are impracticable for the present; and I have been asked by *The Nation's Business* to indicate the direction in which economies are being practiced, and to tell why certain improvements in plant and rolling stock, however desirable, cannot be undertaken now.

American railways generally are buying their material and supplies from hand to mouth. The high price levels now prevailing make it more economical to follow this course than to buy in quantities. They are reducing coal consumption wherever practicable, they are reclaiming scrap material to an increasing extent, they are inviting and obtaining the cooperation of shippers so as to reduce loss and damage claims, and they are increasing whenever possible the average freight tonnage per car, the average movement of cars, and the average number of cars per train. Some of them, in more sparsely settled areas, are discontinuing temporarily unprofitable stations and unnecessary passenger trains.

Cutting Fuel Costs

In the economy of fuel, for instance, modern devices are being installed in large locomotives which increase their power in proportion to the coal consumed. There are about 65,000 locomotives in the United States, and during the last ten years, since the devices in mind were developed, about 35,000 locomotives have been equipped with superheaters, 43,000 with brick arches, 37,000 with automatic fire doors, and 15,000 with power reverse gears. On the Baltimore and Ohio Railroad all new locomotives of the Mikado and Mallet type are equipped with superheaters. It has been estimated that at 200 degrees superheat a saving of upwards of 20 per cent. in fuel is thus effected. When it is remembered that the railways use about one-fourth to one-third of the coal mined in this country, the im-

AT A RECENT Senate committee hearing, Mr. Willard was asked about the charge that the cost of shipping a barrel of apples a hundred miles to Washington was greater than the cost of the fruit in the orchard.

"I think that might be true," Mr. Willard said, "I think the service of the railroad is rather more than the service of the tree or the picking of the apples." Which appears logical enough when you look at it from the railroad man's viewpoint.

It has become the fashion of late for everyone to point out economies to railway officials. The assumption seems to be that the roads are doing little or nothing for themselves. Mr. Willard tells here what the carriers are accomplishing and what they hope to accomplish.—The Editor.

portance of the saving made in this way can be appreciated.

No new material is being purchased by the Baltimore and Ohio Company if it is possible to make use instead of material salvaged from the scrap heap. We have 79 reclamation plants, one with every repair plant, and if scrap material can be repaired at a net saving over the purchase price of new material, it is done. When this is impossible it is sold as junk. Substantial savings have been made in this connection.

I raise no issue, however, with those who claim that there are possibilities of still further savings on the part of the railroads. If a condition could be conceived of wherein the railroads had available all the money that was necessary — first, to provide safe and regular transportation as demanded by their patrons; second, to provide a constantly increasing carrying capacity to take care of the growing business of the country, and in addition thereto a sufficient sum to replace all facilities wherever it was shown that by so doing economies could be effected — if such a condition could be conceived of, there would perhaps be no real excuse for the railway managers if they failed to effect additional economies.

It is highly desirable that all preventable wastes should be avoided in

every line of human endeavor, in case, of course, the cost of prevention does not exceed the value of the saving. At the hearings held by the Senate Interstate Commerce Committee I compared the situation of the railroads with that of the farmers, who, if they were to raise their business to the highest point of efficiency and equipment, could, so we are told, make vast savings. There are in round numbers 6,500,000 farms in the United States, and it has been estimated that the annual losses from rodent pests sustained by the farmers in the United States amount to fully \$300,000,000 per year, and in addition to this, it is claimed by the manufacturers of steel storage bins that the yearly loss by American farmers is over \$200,000,000 through improper storage of grain on the farms. No doubt very large savings in this respect could also be accomplished by a greater and more effective use of carnivorous animals trained to capture or kill the destroying rodents, but in spite of improved bins and other suggested methods, the wastes, we are advised, continue to go on.

There are roundly in the United States, as reported in the latest official circulars, 23,000,000 milk cows. It is a safe estimate that if they were all thoroughbreds the entire herd would have an enduring value of at least \$10.00 per animal in excess of the present valuation, which is stated at approximately \$65.00 per head. An increase in the value of milk cows on all the farms in the United States of as much as \$10.00 per head would mean over \$230,000,000 enhanced value, and this would be a continuing value from year to year and would be reflected in large economies, not here enumerated.

As a matter of fact, we know very well the difficulties with which the average farmer has to contend, and upon the whole I believe it is only just to say that if they have not availed themselves as a class of the opportunities that have so frequently been pointed out to them by economists, writers in the rural papers, Chautauqua speakers, and others, it has not been, I am certain, because of indifference on their part, but is due

rather to controlling influences of a very human character, which they have been obliged to take into account in their own domestic economy.

The railroads have probably accomplished more in the way of possible savings and economies in connection with their operations than is the case with the average farmer, and it is due largely, in my opinion, to the fact that the railroads have been obliged by force of circumstances to give more careful thought to methods of economy than has usually been the case with the men actually engaged in agriculture.

Possibly a brief reference to the practice of the Baltimore and Ohio Company in this particular during the last 10 or 12 years may throw additional light upon the problem.

Since July 1, 1910, and up to December 31, 1920, the Baltimore and Ohio Company has spent for additions and betterments to its property more than \$197,000,000. Of this amount \$98,000,000 roundly was spent for new equipment, and a substantially equal amount for new construction and additional facilities.

The Need of New Equipment

During the year ended June 30, 1910, the Baltimore and Ohio Company carried 13,870,883,868 ton miles. During the year ended December 31, 1920, the same property carried 21,661,448,095 ton miles, an increase of 56.2 per cent., and in spite of the large capital expenditures and the resultant increase of facilities, the Baltimore and Ohio Company was unable during the last fiscal year to carry currently all of the business which it was offered. It could not, in short, perform the service demanded of it as a common carrier. It is clear, therefore, that it has not increased its facilities beyond the reasonable requirements of its patrons. The expenditure of new capital by the Baltimore and Ohio Company during the period mentioned, as I have stated, was approximately \$18,000,000 per annum, about one-half of which was spent for locomotives and for freight and passenger equipment.

All of the officers of the Company familiar with the subject, from the president down, have given careful thought to the design and suitability of cars and engines whenever new purchases were being considered, and it is believed that the equipment purchased during the period mentioned was in accord with the best practice of the period when the purchase was made. In order, however, to operate the new and heavier cars and engines, it was necessary during the period

under consideration for the Baltimore and Ohio Company to spend more than \$10,000,000 strengthening and rebuilding bridges and culverts, so that they might safely carry the heavier load.

One Dilemma

It would appear upon investigation that if the Baltimore and Ohio Company could have arranged to handle its entire freight business over all suitable divisions of the line with engines of the Mallet or Mikado type—these engines being of the most improved pattern for heavy freight service—it would have been possible for the Baltimore and Ohio so equipped to handle all the business it actually did handle last year with a saving of 10,000,000 freight train miles, and it may be roughly estimated that the saving so effected would have been at least \$10,000,000. * * * * * But in order to procure the necessary heavier engines and to equip the road generally for their safe operation, it would have required a capital expenditure estimated at approximately \$165,000,000, almost as much, in fact, as the Company spent for all improvements, additions, betterments, and equipment during the last 11 years, and even after this great additional expenditure had been made, the Company would not have been able on that account to handle a very much larger volume of business than actually was handled.

Certainly the increased carrying capacity resulting from an expenditure of that character would have been relatively insignificant. It is true that the Company would have been able to handle the same volume of business at a much less expenditure of money, but would it have been wise to have expended so large a sum, assuming such a sum were available, simply for the purpose of performing substantially the same service at a lower cost and ignore the constant demands of the public for increased transportation facilities?

A case in point will make clear the dilemma which confronts many railroads at this time: We move a considerable amount of coal from the Sandy Valley region in Kentucky to Cleveland. The economical way to move it is over the river grade via Parkersburg to Wheeling and thence over a very moderate grade to Cleveland. But at Point Pleasant there is a bridge over the Kanawha River, and at Parkersburg there is another bridge. These structures were put up before the day of the Mallet and Mikado engines, and to make them capable of sustaining the greater loads which are moved nowadays would require an

expenditure in each case of \$2,000,000. As a result we must move the coal by a roundabout way over a much heavier grade, at considerably greater cost of operation, until funds are available for rebuilding the two bridges above mentioned.

Our roundhouses on many portions of the line, in fact, are not large enough to accommodate engines of the Mikado and Mallet types. Our turntables are not large enough for them. Before we can put modern engines onto such parts of the Baltimore and Ohio System there must be large capital expenditures in modifying and remodeling the plant, and the funds for these changes are not now available. Such funds as are available can be spent to better public advantage in other directions.

Another case in point: If the Baltimore and Ohio Company were to dismantle such of its repair shops as are not completely modern and replace them with new structures equipped with modern tools and facilities at an expenditure estimated roughly at \$6,000,000, it would be able to save about \$1,250,000 a year in connection with the repairs to its locomotives.

As a matter of fact, the chief executive of the Company has been urged on frequent occasions to authorize large expenditures for shops and shop facilities in order that the engines might be repaired more economically, and on one particular occasion the question presented itself as follows:

Is it desirable at this time to spend for new shops \$2,000,000, which sum is available and which expenditure, if made, would enable the Company to repair its locomotives at a lesser cost, or should the money be used for the purchase of new steel coaches which will mean no economy in operation, but on the contrary mean an increased cost of transportation because of the greater weight of steel equipment as compared with equipment of wooden construction? It was decided that the public in this particular instance would be better served by spending the money available for steel coaches rather than for new shops, inasmuch as it was possible to maintain the power in the existing shops, although at a somewhat higher cost.

I do not wish to appear as in any sense minimizing the economies possible in railway operation, nor do I wish to be understood as saying or believing that there are not substantial economies to be made without the expenditure of excessively large capital sums. On the contrary, I believe there are many things that can be done; changes made in operation, in

methods of maintenance, in care of materials, etc., which will mean constant and increasing economies. What I do mean to say is that I believe the railway managers are not unmindful of the possibilities of the situation.

Moreover, it is a fact that the railroads of this country moved last year 25 million passenger train miles, and 53 million ton miles, *more* than the Director General of Railroads moved

the year before, with practically the same facilities. This, I take it, may be regarded as evidence of efficiency in operation. We did more business than was ever done with the same facilities over the same period of time in any form of control. I have never seen the men do better railroading than they are doing today, never before in my experience of 40 years.

* * * *

New Castle Junction Shops Boast Real Hero in John Gallagher, Pipe Fitter Helper

Only eighteen years old, he rescued three persons from drowning

THE New Castle News of August 6 told the story of the heroism of Pipe Fitter Helper John Gallagher, of the New Castle division shops, as follows:

Only the heroic action of John Gallagher, aged 17 years, of North Cedar Street, on Monday afternoon prevented one swimming fatality and possibly two more.

It is the result of his efforts that Miss Alberta Emery, a nurse at St. Francis Hospital, Pittsburgh, is now recovering at the New Castle Hospital, after having been rendered unconscious by her experience in the water of the Mahoning River near the six-span railroad bridge of the Pennsylvania Company at Lawrence Junction. Anna Gallagher, aged 13 years, and Francis Gallagher, aged 11 years, sister and brother of the rescuer, are none the worse today as the result of their near-drowning experience at the same time.

The near-drownings occurred Monday afternoon at 2.30 o'clock in the deep water of the swimming hole of the Mahoning River at the six-span bridge. Miss Emery, Miss Gallagher and Francis Gallagher, had just waded into the water, when a whirling of the waters caused by two currents swept them off their feet at a point where the water is about 20 feet in depth.

John Gallagher noticed their plight and being a first class swimmer at once went to their rescue. Both Miss Emery and his sister grabbed him about the neck. He was returning toward the bank with considerable difficulty, both girls clinging to him, when Miss Emery lost her grip and sank back into the water. The rescuer kept on to the shore and having taken his sister Anna to safety immediately returned to the hole to rescue Miss Emery and also the brother.

The latter could swim fairly well and with a little aid from his brother, was able to swim out of the whirl of waters caused by the currents and to reach land himself. In the meantime, Miss Emery had disappeared in another direction from that in which she was last seen as she lost her hold on her rescuer.

The rescuer continued to search and finally her body was brought to sight in a ripple a short distance away. He immediately secured the now-unconscious body and brought it to the shore. Here the boys of the party rendered first aid, while help was sought at the Seventh ward fire department and from the police. The lung motor at the Seventh ward department was put in use immediately after its arrival a few minutes after the rescue of Miss Emery and signs of returning life were noticeable, when an engine and caboose of the Pennsylvania Company arrived near the scene and she was placed in the caboose and taken to the West Washington Street station, where an ambulance was in waiting and hurried her to the New Castle Hospital.

This is one of the most remarkable tales of heroism performed by one of our employes that it has ever been our privilege to publish in the MAGAZINE. Mr. Gallagher is the son of Richard Gallagher, labor foreman at the New Castle Division shops. Young Gallagher deserves the highest praise for his remarkable exhibition of heroism and we are glad to extend to him the hearty congratulations of our whole Railroad fraternity.



John E. Gallagher

A Fine Way to Pay for a Home

FLORA, ILLINOIS, September 7, 1921.
MR. W. J. DUDLEY, Superintendent,
Relief Department, Baltimore and
Ohio Railroad.

Baltimore, Md.

Dear Sir—I am enclosing herewith receipts for loan papers returned to me for my loan with the Company. I sincerely thank you for the loan and the excellent way it was handled by your department. It is certainly a fine way to make a loan and pay for a home. I paid for this and hardly knew it was being done until it was paid out. There is no better way that I know of to purchase a home than through the Baltimore and Ohio Relief Department.

At the time the papers were received I was on my vacation. This is the reason for not acknowledging receipt sooner.

Yours very truly,
(Signed) MCMERRECE B. JUDY,
Train Dispatcher.

Circus Stuff

By Robert L. Heiser

Operator, Camden Station

Oh! The night was dark and lonesome, the telegraph was still. The fast express and high wheeled freight were stuck on Gay Street Hill; when all at once the instruments resounded loud and long; then an "Op." in "DO" office answered quickly to their song;

"Here, take a message, take it now and hand it to the chief—our train of eighty circus cars has come to awful grief. A journal 'busted' on a car of educated fleas, and all the other circus cars are piled as high as trees. Lions are loose in "Philly," the snakes coiled in the wheels; the elephant's on Camden Street and the tank is full of seals. The engineer's gone hunting for the prowling grizzly bears; the tigers have the ladies treed up on the depot chairs. The ape's got the flagman's lantern and the wild man's chasin' him south; the conductor caught th' kangaroo and got kicked in th' mouth. Th' monks have charge of the telegraph wires and th' Op's up on th' roof, th' fireman tried to capture a mule and lost a big jaw tooth. Oh! send th' riggers, send 'em quick, so we can clear th' road, and send a lot of trackmen out to help round up th' load—"

It must have been near morning when th' "Op." fell out of bed, and found that he'd been sleeping with an ice bag on his head.

"Rest is not quitting the busy career,
Rest is the fitting of self to its sphere,
'Tis loving and serving the highest and best,
'Tis onward, unswerving—and this is true rest."

General Foreman Thomas J. Nee, Connellsville, Commended for Unusual Courtesy

NUMA F. HEITMAN
LAWYER
734 NEW YORK LIFE BUILDING
Home Phone 1887 Main

Kansas City, Mo., June 13, 1921.

Mr. Daniel Willard, President,
Baltimore and Ohio Railroad Company,
Baltimore, Md.

My Dear Sir:

I have just returned home to Kansas City, Missouri, from a trip to Washington, D. C. I went and came by way of the Baltimore and Ohio.

The object of this letter is to call your attention to the courtesy shown me by one of your employes, Mr. Thomas Nee, who informed me that he was your General Foreman at Connellsville, Pa.

While coming through Pennsylvania on my way home, the car was crowded and I had an inside seat, and was endeavoring to view the scenery, when Mr. Nee, who had a seat next to the window, from which the principal scenery could be viewed, observed me and kindly got up and changed seats with me, remarking that he had often observed the scenery and that it was well worth seeing. This act of courtesy on his part impressed me as rather remarkable and unusual, and as deserving of appreciation.

I enjoyed the scenery along the Baltimore and Ohio both going and returning, very much, and your Mr. Nee was kind enough to furnish me with a good opportunity to view this beautiful scenery on my way home. I had quite a little conversation with him and found that he was thoroughly interested in his employer and took pleasure in promoting the interests of his employer. I liked this spirit in Mr. Nee, which indicates what I hope is a growing spirit of friendship and loyalty on the part of employes to their employers. My sympathy has always been with the under dog in the fight, but I think all men should be reasonable. I am opposed to hatred and Bolshevism. I am glad to encourage and commend a spirit of good feeling on the part of the workmen of this country for those for whom they work. I believe there is a growing disposition on the part of employers to be fair and just, and I think that this disposition should be responded to on the part of the workers of the country. If this were generally done we would soon get back to normalcy and it would be better for all concerned.

Yours very truly,
(Signed) NUMA F. HEITMAN.

The Baltimore and Ohio Railroad Company

OFFICE OF VICE PRESIDENT
OPERATION AND MAINTENANCE

C. W. GALLOWAY,
VICE PRESIDENT

BALTIMORE, MD.

June 23, 1921.

Mr. Thomas J. Nee, General Foreman,
Connellsville, Pa.

Dear Sir:

Recently, Mr. Numa F. Heitman was a passenger on one of our trains and was treated with unusual courtesy by you in exchanging seats with him that he might have a view of the scenery along the Baltimore and Ohio.

Mr. Heitman has written the President, acknowledging this courtesy, and I have had photostat copy of this letter made which I have the pleasure of enclosing to you herewith, and at the same time to add my personal and official appreciation of your interest.

Your service record indicates that you entered the service of the Baltimore and Ohio in 1889 as water boy, and that you have a very enviable record, being promoted to various positions until you reached that of general foreman.

It is a pleasure to note the great interest the old employes take in the service. I have, as you have perhaps heard, taken much interest in the Association of Veteran employes, of which I am glad to be a member. I presume you are also. We all have the Company's interest at heart and the courtesy which you extended to this passenger is most helpful along these lines.

Again expressing to you our appreciation, I am,

Cordially yours,
(Signed) C. W. GALLOWAY.

Some Concerns Have Made New Selling Records Despite Hard Times

And many veterans and employes of the Baltimore and Ohio have put themselves in the same class of star salesmen by securing business for us in the face of keen competition

Total of Employees' Solicitation to September 3, almost 2200 Carloads

A YOUNG man has just left my office after an hour's visit which filled me brim-full of optimism concerning the possibilities of our business getting campaign. He is the secretary of a progressive, successful and well advertised manufacturing company engaged in producing a commodity which is an essential to the proper handling of their jobs by many, many railroad men. We discussed advertising principally, (his company having been a regular advertiser in our MAGAZINE during the last five or six years) and during the course of our conversation I said to him: "How's business?"

"Bigger than ever before in the history of our company. We have 15 per cent. more employes working now than we had at this time last year. Individual production is higher and hence our total production is larger than ever before per individual employe in our plant. We are oversold on every model we manufacture, with a single exception. Last year was the biggest in the history of our business but thus far this year we have already beaten the record made in 1920 and we expect to finish 1921 well ahead of the 1920 high water mark."

And in proof of the prosperity of his company and his optimism for the future he left with me an agreement for advertising, the largest the MAGAZINE has ever had, for a full page for each issue during the year, October 1921—September 1922.

This is a remarkable illustration of how a sound business policy, hard work and good advertising of a standard and reputable product will increase business in the face of a general business depression. My caller suggested no peculiarities about his business which have enabled his concern to beat previous records during these hard times. And I do not believe that they are being favored by any unusual economic conditions which do not now obtain in other industries. It is probable that competitors of this particular concern are feeling the business depression as are other lines of trade. It is superior organization, superior product, superior marketing methods—superior service, if you will—which enable them to go ahead when others fall behind.

And isn't the same thing true to a greater or less extent with our own business? The number of Veterans and others who have shown results in our business getting campaign are few as compared with the number of employes on our Road. Yet these few have secured over 2,000 carloads of competitive business during the last six months—business which probably would not have come to our lines had they not gotten out and hustled for it. If instead of the one or two per cent. of the men and women on our payroll, we had 15 or 20 per cent. of them putting the same energy, loyalty and enthusiasm into getting freight and passengers for our Road, we could be boasting of a much more favorable showing in business than we are now able to record.

To be sure, there is only a certain amount of freight and a certain number of passengers to be carried in the section of the country in which we operate. But, judging from the amount of business which a mere handful of employes can get through their individual interest and loyalty, we are not getting the share of the available business that is potentially ours.

All honor to the Veterans and other employes who are still plugging away to increase our revenues! And may their example be a quick and compelling inspiration to the rest of us!

To show that the above case of the successful manufacturing concern is not unique, we quote from a recent article concerning the remarkable showing made by the National Cash Register Company, a concern which has a world-wide reputation for pro-

gressive business policies, a super-trained sales staff and up-to-date and consistent advertising, as follows:

How One Firm Overcame the Slump of Business

"When we began to feel the pressure of the business slump last fall, we knew that we must do something unusual to meet it," said F. B. Patterson, president of the National Cash Register Company, Dayton, Ohio, during an interview with Albert Sidney Gregg, as reported in *Trained Men*.

"In place of slowing down we intensified our efforts. Executives went into the field to enthuse the selling forces, and agency managers were brought to the factory, filled with optimism, and sent back, fired with a determination to win. And win they did.

"Our men sold more cash registers during the first six months of 1921 than in any other half year in the history of the company!"

The lists of the recent successful solicitations by our own men appear on these pages. Lest any reader should think that this business has been easily gotten and would have come to our lines without solicitation, we wish to emphasize the fact that all of these solicitations are checked over carefully and do not appear in the MAGAZINE unless it has been established that the business obtained is competitive.

Other illustrations of good salesmanship, either in the way of direct solicitation or in the giving of especially good service, follow in the subjoined brief articles.

The Army "Birds" Needed Gas Quick and We "Delivered the Goods"

By E. W. Scheer

General Manager, Eastern Lines

AT the request of the War Department, U. T. L. car 36041, loaded with gasoline by the Atlantic Refining Company, Philadelphia, consigned Air Service, U. S. A., Charleston, W. Va., was handled special Philadelphia to Charleston.

We promised the War Department that we would get the car to Charleston sometime between midnight September 2 and 6.00 a. m. September 3. The actual movements of this car follow:

Left Philadelphia. 6.36 P.M. Sept. 1. Arr. Baltimore... 9.48 P.M.

Left Baltimore... 9.53 P.M.
 Ar. Brunswick... 2.29 A.M. Sept. 2
 Left Brunswick... 2.32 A.M.
 Ar. Cumberland. 5.47 A.M.
 Left Cumberland. 6.03 A.M.
 Ar. Grafton..... 9.50 A.M.
 Left Grafton..... 10.25 A.M.
 Ar. Buckhannon. 12.30 P.M.
 Left Buckhannon. 12.45 P.M.
 Ar. Gassaway... 4.30 P.M.
 Left Gassaway... 4.47 P.M.
 Ar. Charleston... 10.00 P.M.

As the result of the prompt handling of this car of gasoline, I quote below communication from Major W. F. Pearson, Administrative Executive, Air Service, dated at Washington, September 13:

"(1) The Chief of Air Services desires to express his appreciation for the quick delivery made of one car of gasoline to Charleston, W. Va., from the Atlantic Refining Company, Philadelphia.

"(2) The courtesy extended by the Baltimore and Ohio Railroad Company to the Air Service assisted materially the Commanding Officer of Air Service Troops, Charleston, W. Va., in having quickly available the necessary fuel to operate air craft in connection with the recent disturbance in that locality.

"By authority of the Chief of Air Service."

The Leaven is Working

IT HAS taken years of patient, conscientious and enthusiastic effort, to bring our dining car service to its present high standard. What we need most now to make it a magnet to draw passengers to our road is an enthusiastic body of employes to spread its fame among their friends and acquaintances.

The following letter appeared in the Letter Column of the Baltimore *Sun*, one of the most widely read sections of that paper. It is the best kind of advertising for our Road and an avenue of publicity for us which is open to thousands of employes and friends who want to boost our passenger traffic.

Says You Can Dine Cheaper on the Baltimore and Ohio

To the Editor of the *Sun*—Sir: Replying to a letter published in the Baltimore *Sun* June 24, headed Annapolis, Md., June 22, signed J. J. F., regarding exorbitant prices charged on diners by the——Railroad, permit the writer to say if this party had used the Baltimore and Ohio Railroad he would have found a material difference in prices on the Baltimore and Ohio Railroad diner.

The Baltimore and Ohio Railroad specializes in what might be called a commercial club lunch for 75 cents, which is unsur-

RETURNS OF FREIGHT SOLICITATION CARDS BY BALTIMORE AND OHIO VETERANS AND OTHER EMPLOYES, JULY 31 TO SEPTEMBER 3, INCLUSIVE

VETERAN	COMMODITY	QUANTITY	MOVEMENT
P. J. Harrigan,	Semolina	1 carload..	Minneapolis, Minn.,
Connellsville, Pa.	flour.....		to Connellsville, Pa.
P. J. Harrigan.....	Stone.....	4 carloads.	Keyser, W. Va.,
			to Connellsville, Pa.
P. J. Harrigan.....	Pipe.....	1 carload..	Neville Island, Pa.,
			to Connellsville, Pa.
P. J. Harrigan.....	Pipe.....	1 carload..	Pittsburgh, Pa.,
			to Connellsville, Pa.
P. J. Harrigan.....	Sand.....	7 carloads.	Allegheny, Pa.,
			to Connellsville, Pa.
P. J. Harrigan.....	Stone.....	11 carloads	Martinsburg, W. Va.,
			to Connellsville, Pa.
P. J. Harrigan.....	Stone.....	8 carloads.	Casparis, Pa.,
			to Connellsville, Pa.
P. J. Harrigan.....	Cement.....	9 carloads.	Universal, Pa.,
			to Connellsville, Pa.
P. J. Harrigan.....	Tile.....	1 carload..	Sugar Creek, Ohio,
			to Connellsville, Pa.
P. J. Harrigan.....	Cement.....	8 carloads.	Universal, Pa.,
			to Connellsville, Pa.
P. J. Harrigan.....	Stone.....	20 carloads	Keyser, W. Va.,
			to Connellsville, Pa.
P. J. Harrigan.....	Concrete pipe..	1 carload..	Neville Island, Pa.,
			to Connellsville, Pa.
P. J. Harrigan.....	Sand.....	13 carloads	Allegheny, Pa.,
			to Connellsville, Pa.
P. J. Harrigan.....	Stone.....	5 carloads.	Martinsburg, W. Va.,
			to Connellsville, Pa.
P. J. Harrigan.....	Stone.....	5 carloads.	Casparis, Pa.,
			to Connellsville, Pa.
P. J. Harrigan.....	Tile pipe.....	1 carload..	Toronto, Ohio,
			to Connellsville, Pa.
P. J. Harrigan.....	Brick.....	1 carload..	Volcano, Pa.,
			to Meyersdale, Pa.
P. J. Harrigan.....	Cement.....	7 carloads.	Universal, Pa.,
			to Connellsville, Pa.
P. J. Harrigan.....	Stone.....	10 carloads	Keyser, W. Va.,
			to Connellsville, Pa.
P. J. Harrigan.....	Stone.....	3 carloads.	Martinsburg, W. Va.,
			to Connellsville, Pa.
P. J. Harrigan.....	Stone.....	11 carloads	Casparis, Pa.,
			to Connellsville, Pa.
P. J. Harrigan.....	Fire clay.....	1 carload..	Volcano, Pa.,
			to Mt. Pleasant, Pa.
P. J. Harrigan.....	Fire clay.....	1 carload..	Volcano, Pa.,
			to Davidson, Pa.
P. J. Harrigan.....	Brick.....	1 carload..	Davidson, Pa.,
			to Salem, W. Va.
P. J. Harrigan.....	Brick.....	1 carload..	Davidson, Pa.,
			to Gates Station, Pa.
P. J. Harrigan.....	Fire brick.....	1 carload..	Davidson, Pa.,
			to Wendel, Pa.
James Aiken, agent,	Iron.....	2 carloads.	Youngstown, Ohio,
Youngstown, Ohio.			to Denver, Col., and
			New Orleans, La.
James Aiken.....	Tanker.....	1 carload..	Youngstown, Ohio,
			to Columbus, Ohio.
James Aiken.....	Tanker.....	1 carload..	Youngstown, Ohio,
			to Tryon, N. C.
Guy Chambers, asst. cashier,	Sawdust.....	1 carload..	Youngstown, Ohio,
Youngstown, Ohio.			to Chicago, Ill.
F. W. Packard, rate clerk,	Household	1 carload..	Youngstown, Ohio,
Youngstown, Ohio.	goods.....		to Chester, Pa.
Miss Nellie Gallagher,	Brick.....	1 carload..	Shawnee, Ohio,
daughter of Baltimore and Ohio			to Atlanta, Ga.
Employe, Shawnee, Ohio.			
Miss Nellie Gallagher.....	Brick.....	1 carload..	Shawnee, Ohio,
			to Spartanburg, S. C.
Miss Nellie Gallagher.....	Brick.....	1 carload..	Shawnee, Ohio,
			to Brooklyn, N. Y.
Miss Nellie Gallagher.....	Brick.....	1 carload..	Shawnee, Ohio,
			to Brooklyn, N. Y.
Miss Nellie Gallagher.....	Brick.....	1 carload..	Shawnee, Ohio,
			to S. Providence, R.
James L. Montgomery,	Plate glass....	1 carload..	Tolledo, Ohio (Kane)
Tolledo, Ohio.			to Detroit, Mich.
James L. Montgomery.....	Plate glass....	1 carload..	Kane, Pa.,
			to Detroit, Mich.
James L. Montgomery.....	Plate glass....	1 carload..	Butler, Pa.,
			to Detroit, Mich.
James L. Montgomery.....	Plate glass....	1 carload..	Kane, Pa.,
			to Toledo, Ohio.

Returns of Freight Solicitation Cards by Baltimore and Ohio Veterans and Other Employees, July 31 to September 3, inclusive—Continued

VETERAN	COMMODITY	QUANTITY	MOVEMENT
James L. Montgomery,	Plate glass . . .	1 carload..	Kane, Pa., to Toledo, Ohio.
Jim Fallon, asst. trainmaster, Cincinnati, Ohio.	Wadding	2 carloads.	Cincinnati, Ohio, to Detroit, Mich. to New York City.
F. W. Melis, export clerk, Locust Point, Baltimore, Md.	Seed	1 carload..	Louisville, Ky., to Baltimore for export.
James L. Montgomery, 85 Allen St., Newark, Ohio.	Plate glass	4 carloads.	Kane, Pa., to Detroit, Mich.
Emma Irvin, asst. claim clerk, Youngstown, Ohio.	Truck tires	1 carload..	Youngstown, Ohio, to St. Louis, Mo.
Ralph E. Stockham, Youngstown, Ohio.	Merchandise . . .	Severa carloads.	Chicago, Ill., to Youngstown, Ohio.
G. A. Baxton, Baltimore, Md.	Photo cabinet	1 carload..	Baltimore, Md., to Tampa, Fla.
Guy L. Chambers, Youngstown, Ohio.	Lath	1 carload..	Sarnia, Ont., to Youngstown, Ohio.
Guy L. Chambers	Lumber	2 carloads.	Toomsba, Miss., to Youngstown, Ohio.
Joe O'Donnell, care of agent, Cincinnati, Ohio.	Potatoes	8 carloads.	Marlboro, N. J., to Cincinnati, Ohio.
K. S. Pritchett, T. M., Flora, Ill.	Fuel oil	60 carloads	Lawrenceville to Detroit, via Toledo, Ohio.
Mr. Davis, gen. yard master, Washington, Ind.	Coal	150 carloads (per year)	B. & O. points to Washington, Ind.
Robert N. Childs, asst. agent, Warren, Ohio.	Tank material	5 carloads.	Warren, Ohio, to Healdton, Okla.
Robert N. Childs	Steel	10 carloads	Youngstown, Ohio, to Warren, Ohio.
O. W. Taylor, agent, Painesville, Ohio.	Ice	5 carloads.	Mayville, N. Y., to Painesville, Ohio.
O. W. Taylor	Ice	2 carloads.	Zanesville, Ohio, to Painesville, Ohio.
O. W. Taylor	Ice	5 carloads.	New Castle, Pa., to Painesville, Ohio.
O. W. Taylor	Portable houses	2 carloads.	Seattle, Wash., to Painesville, Ohio.
O. W. Taylor	Brick	1 carload..	Alliance Jct., to Painesville, Ohio.
O. W. Taylor	Cement	40 carloads	Walford, Pa., to Painesville, Ohio.
O. W. Taylor	Crushed stone . .	120 carloads	Sandusky, Ohio, to Painesville, Ohio.
O. W. Taylor	Sewer pipe	9 carloads.	Akron, Ohio, to Painesville, Ohio.
James L. Montgomery Toledo, Ohio.	Plate glass	1 carload..	Butler, Pa., to Detroit, Mich.
James L. Montgomery	Plate glass	3 carloads.	Kanc, Pa., to Detroit, Mich.
W. K. Richards, Warren, Ohio.	Tanks	1 carload..	Warren, Ohio, to Smith Center, Kan.
W. K. Richards	Tanks	1 carload..	Warren, Ohio, to Columbia, Mo.

RETURNS OF PASSENGER SOLICITATION CARDS BY BALTIMORE AND OHIO VETERANS AND OTHER EMPLOYEES, TWO WEEKS ENDING AUGUST 15

VETERAN	PERSON SOLICITED	No. PASSENGERS	MOVEMENT
H. D. Heineman, yard master, Butler, Pa.	.....	5	Pittsburgh, Pa., to Atlantic City, N. J.
Miss Werthmiller, Cincinnati, Ohio.	Miss Melaine Schute, Walnut Hills, Cincinnati, Ohio.	1	Cincinnati, Ohio, to St. Louis and return.
James L. Montgomery, Toledo, Ohio.	Wm. H. Montgomery, Toledo, Ohio.	1	Toledo, Ohio, to Piqua and return.
H. S. Culbertson, passenger conductor, Baltimore, Md.	G. C. Seutgues, Richmond, Ind.	1	Washington, D. C., to Cumberland, Md.
John Cummins, Wheeling, W. Va.	J. D. Pollock, Wheeling, W. Va.	2	Wheeling, W. Va., to Chicago, Ill.
F. W. Packard, rate clerk, Youngstown, Ohio.	William Metty, Chester, Pa.	2	Youngstown, Ohio, to Chester, Pa.

passed. It consists of coffee or iced tea, meat or fish, a large potato or mashed potatoes, beets, relish, beans or peas, hot or cold bread and a dessert. I am sure when you are through eating this meal your appetite has been satisfied. Oh, yes! They also give you, in addition to the above, after-dinner mints. Again allow me to say the courtesy extended you by the steward and waiters is unexcelled.

Therefore, I wish you and all other good Marylanders, when it is necessary to travel, use the Baltimore and Ohio Railroad and take advantage of the fine diner service they afford. The Baltimore and Ohio Railroad is a product of Maryland and should be supported always by Marylanders. What I have just said is from my own personal experience.

JAMES R. MURPHY.

Baltimore, June 29.

Will you be one to use this and other similar means to let the public know that we have an unsurpassed passenger service?

Agent Arnold—Hearing a Rumor He Made a Sale

DURING the early part of September Agent George B. M. Arnold, Hyattsville, Md., heard a rumor that a fellow townsman of his expected to leave shortly for Oakland, Cal., and that he intended to go via a line competing with the Baltimore and Ohio.

He immediately called up Baltimore to send him the proper ticket. The same afternoon the ticket arrived and, armed with it and an official railroad guide, Mr. Arnold saw the prospective passenger and in 25 minutes had introduced him via the pasteboard to the picturesque route, Baltimore to Chicago.

This man was laboring under some delusions as to the way we handled our passenger trains. There are lots and lots of people who haven't used the Baltimore and Ohio for years simply because they don't know how sterling its passenger service is. This is why, if every one of us would be a voluntary missionary, just telling the plain, honest facts about the superiority of our service, and urging people to give it just a single trial, it would result in the accession of a great deal of competitive business to our lines which we are not now getting.

Almost 55 per cent of the gross revenues of the railroads for the first six months of 1921 went directly back into payroll. Of every one hundred dollars received in revenue, fifty five dollars was paid in wages to employees.

Accurate Weights Insure Correct Freight Charges

Baltimore, Md., September 1, 1921.

To All Agents:

Are you attaching Scale Card Form 346-K-Rev. (the color of it is blue) to waybills for carload freight (other than coal and coke traffic) showing the scale station, as outlined in Weighing Circular No. 660, at which a car will be weighed enroute?

Are you receiving return report of the weights from those in charge of the scale to which car was carded to be weighed?

If return report of the weights is not received, our patrons, who were kind enough to give us their business, cannot render bills for goods sold to consignees, as shippers depend upon you to give them this information promptly, and, if this is not done, we have a dissatisfied customer

R—Railroad Scale

A—Weighing Bureau or Agreement

T—Tariff Classification or Minimum

S—Shipper's Agreement or Tested Weight

Do they observe the rule to show no weights (except for engine rating) nor extensions on waybills for cars to be weighed at a distant scale enroute? When, contrary to instructions, unauthorized estimated weights are shown on waybills for such cars, they frequently go to destination unweighed and contents are delivered on basis of these unauthorized estimated weights, generally at a loss in the freight charges for transportation service performed.

Our plan for check-weighing carload freight has developed that many of you are not familiar with the use of the symbol "T," the true meaning of which is, the car con-

600M-12-8-20				FORM 346-K. Revised.	
Weigh at				Scale	
ACCURATE WEIGHTS INSURE CORRECT FREIGHT CHARGES					
Insert gross, tare and net weight, and the symbol R in space provided on way-bill and the date weighed, gross, tare and net weights on this weight report, Form 346-K Rev.—which will be signed by weigher, detached and mailed to address on reverse side.					
DATE WEIGHED				WEIGHED	
W. B-No.	Date	Initials	Car Number	AT	
				GROSS	
				TARE	
				ALLOWANCE	
				NET	
Weighed by					

The Baltimore and Ohio Railroad Company

Agent Railroad

..... Station

Agent at Station of origin will insert scale station, way-bill number, date, initial and number of car on reverse side and the address on this side, to which this report will be returned.

Front and Reverse Sides of Form 346-K. Revised

who may divert his business to a competing railroad. Furthermore, Mr. W. E. Rittenhouse, Auditor of Merchandise Receipts, is being delayed in the adjustment of his accounts.

If you do not receive, within a reasonable time, return report of the weights of cars to be weighed at a distant scale enroute, write to Mr. G. F. Malone, Superintendent Car Service, copy to Mr. Rittenhouse and Mr. W. G. Curren, General Superintendent Transportation, telling them all about it, giving reference to waybill number and date, car number, scale station to which car was carded for weighing and destination (if in inter-road movement, give initials of delivering railroad). Mr. Malone will gladly trace for the weights, advising you so that shippers may render bills and collect their money for goods sold with as little delay as possible; Mr. Rittenhouse will have advance information as to why you cannot tell him the amount of freight charges to be collected for transportation service performed, and Mr. Curren will take the subject up with those failing to send you report promptly, so our service in regard to weights may be improved.

Are your waybill clerks observing the rule which requires that every waybill shall show authority for the weight used by one of the following symbols?

tains less than the minimum weight required by the tariff, that freight charges will be collected on the tariff minimum weight and there is no need to weigh car enroute. Many agents are using the tariff minimum weight as an estimated weight, carrying out the extensions on this weight, when, as a matter of fact, by weighing the car enroute it is frequently shown that the car contains two or three times as much weight, and had not such cars by chance been check-weighed enroute there would have been a serious loss in revenue of the Company. The tariff minimum weight, as indicated by the symbol "T," must not be shown in the weight column on waybill, unless it is *definitely known* that car contains less than the minimum weight required by the tariff.

Prompt and efficient service in regard to accurately weighing carload freight is essential and will undoubtedly attract shippers to give us more of their business and increase the revenue of the Railroad. Money is needed and the full amount of freight charges should be collected on every pound of freight that is moved.

Drop me a friendly line and tell me all about your troubles in regard to weighing carload freight. It may be I can help solve your problem.

(Signed) A. E. DAY,

Chief of Weighing Bureau, Transportation Department.

Louisville Live Stock Exchange Helping Kentucky Improve Its Cattle

AN INSPECTION of the stock yards or an examination of the various qualities of meats will be sufficient to convince the average person that the difference between the meat produced from the so-called "scrub" or inferior cattle and that from selected stock would warrant the support of the Railroad in any movement toward improvement in the breeding of beef cattle. The same principle applies to hogs, sheep, and other live stock.

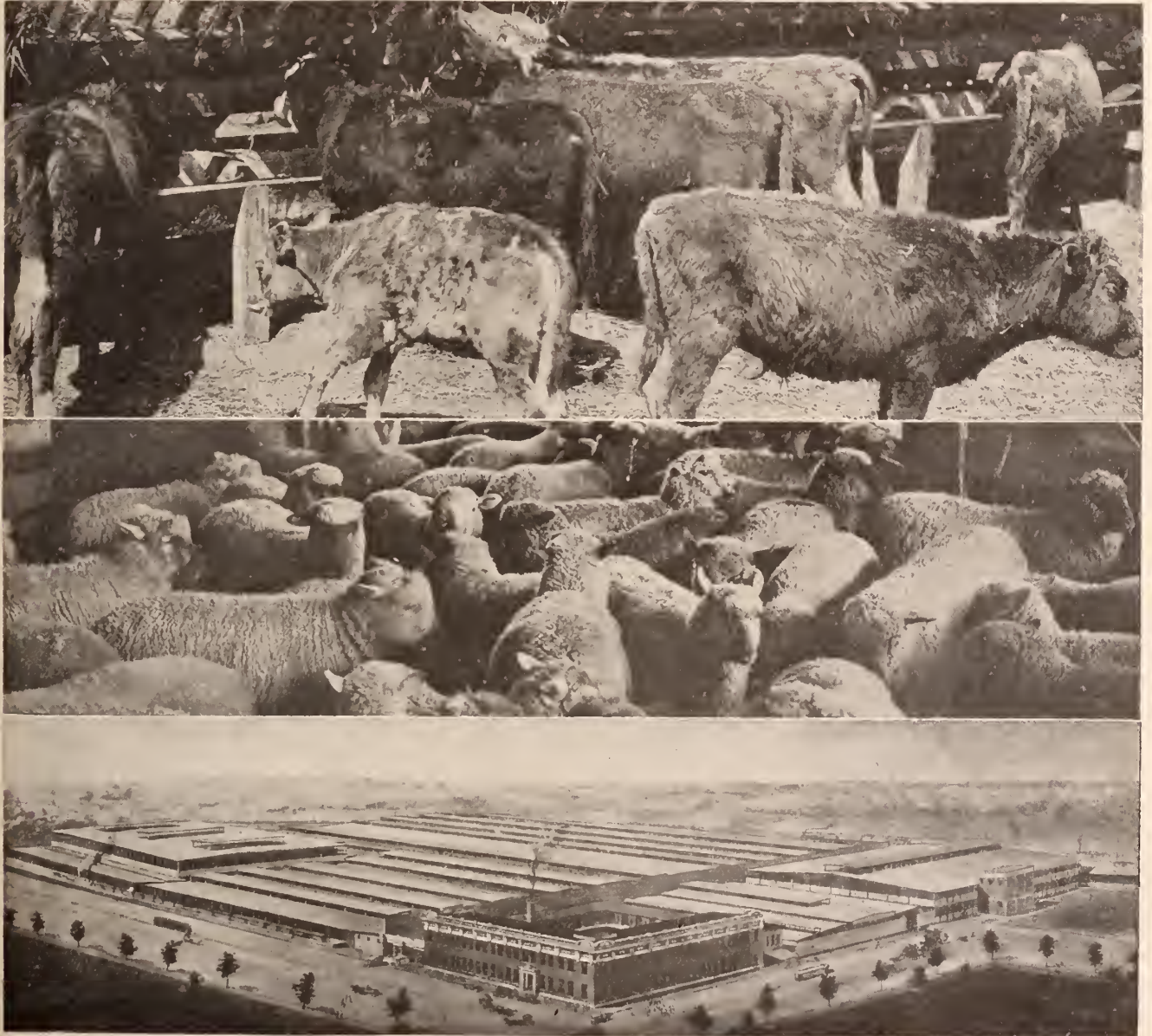
During the year 1920, the Baltimore and Ohio handled, via the L. & N., 1333 cars of live stock from Louisville, including the Bourbon Yards. It is impossible to figure exactly what percentage of the business from the

Bourbon Yards this is, but, figuring as closely as we can, it is approximately 27 per cent. of the business that went to the East from that point last year. The record of the movement for the first half of 1921 indicates that the amount of this year's business will be about the same.

The Louisville Live Stock Exchange, Bourbon Stock Yards, Louisville, Ky., is using every facility to advance this movement for the better breeding of cattle throughout the state. With the creation of the demand for more and better meats, there comes the corresponding demand for better cattle, and this will eventually mean more business for

the Baltimore and Ohio. It is therefore to our own interests that we give our fullest cooperation to the furtherance of this movement.

The accompanying pictures give an idea of what is meant by "scrub" cattle; animals that are of impure or of no distinct breed, oftentimes of a stunted growth and known as "runts." This is the type of cattle that the Louisville Live Stock Exchange is endeavoring to get rid of. The campaign is being backed by the Kentucky Pure Bred Live Stock Association, the United States Department of Agriculture, and a number of business men and members of other live stock associations of the state. In the autumn, it is expected that the rural schools of Kentucky will lend their aid. County superintendents have signified their intention of supporting the movement insofar as the school regulations will allow.



Top—Types of "Scrub" Cattle. Center—Lambs, ready for market. Lower—Bird's eye view of Bourbon Stock Yards, Louisville, Kentucky

Through the schools, calf, pig and sheep clubs will be organized and prizes awarded to stimulate the interest of the children. Essays will be written, literature distributed, and every possible effort made to encourage the future cattle raisers.

At present the campaign of the Exchange includes a series of Better Sire Sales as well as a Fat and Feeding Cattle Show and Sale, the latter being open to farmers and breeders of Kentucky and Tennessee. The sales are being held at the Bourbon Stock Yards. The first sale of 300 pure bred registered bulls took place on June 2. The animals were from some of the best herds of the state. The prices were fixed, as will be the case in all of the future sales, by the farmers themselves, the animals being sold at auction. There are a sufficient number of animals on hand to prevent the bidding forcing the prices to a prohibitive range. The second sale took place on August 11, when 200 pure bred bucks and ewes were disposed of. All of the principal breeds were represented in this sale, and in all cases the animals were guaranteed for service.

On the mornings of September 15 and 16, during the week of the Kentucky State Fair, the fat and feeding cattle show and sale took place and prizes amounting to \$5,500 were distributed. An added feature was the Junior Judging Contest of beef cattle, dairy cattle, sheep and hogs, by the boys and girls of the state. This was in charge of a representative of the University of Kentucky College of Agriculture. Following the contest, trucks were assembled at the fair grounds and the children and county agents were taken to the Bourbon Stock Yards, where the latest scientific methods of handling live stock were explained to them. Here also a demonstration was given of the relative merits of scrub and pure bred cattle, and actual carcasses were cut up into their various meat cuts.

Special efforts toward the success of the movement are being made by county agents as well as the agents of the Live Stock Exchange. For several months they have been in the fields visiting farmers and encouraging the grouping of scrub bulls for shipment to the Louisville market to be sold, the proceeds of the sales to go toward the purchase of pure bred stock.

Our assistant general freight agent, J. D. Marney, at Louisville, has been most active in the advancement of this splendid movement and we are indebted to him for the material from which this story was written and for the pictures accompanying it.

Magazine of Mutual Benefit Association of Pennsylvania Employes Began A Good Story—But It Did Not Finish It

THE Mutual Magazine is published by the Mutual Beneficial Association of Pennsylvania Railroad Employes. It is an interesting and comprehensive publication, but it recently began a story which compared certain stock train runs on the Pennsylvania and the Baltimore and Ohio, a story which, so far as we have been able to find, has not yet been finished.

The story is called: "Yes, the Pennsylvania is the Standard Railroad of the World."

It is by R. N. King, who is agent at Claremont, Baltimore, Md., of the Pennsylvania Railroad. It mentions a railroad, 62 miles long, running from Harrisonburg to Lexington, Va. (this is the old Valley Railroad of Virginia, now a part of the Baltimore and Ohio) and it pays tribute to the beauties of the country through which it runs, to its ample resources for stock raising and to the charm of the people living there. It then tells of the live stock special which starts at Lexington, picks up cattle as far as Strassburg, and from there runs as a limited express to Potomac Yards, Va., near Washington, D. C.

Here, the story goes on, the Pennsylvania and the "other railroad" (i. e. the Baltimore and Ohio) begin their competition for hauling of these stock cars, and it says that during the early part of this year there was keen rivalry between the two roads to see which could make better runs from Potomac Yards to Baltimore.

The story mentions a run on January 9, when the Pennsylvania made it in 35 minutes better time than the "other railroad;" and the run made


on January 16, when the Pennsylvania was 22 minutes the winner. But the big test, it maintains, was set for January 23.

The author states that more than purely local interest was aroused by this test, and that the engines were primed (parenthetically we would modify this to the effect that the Baltimore & Ohio engine was a standard one in regular service and that priming it for this occasion was unnecessary). He further states that engine crews were chosen carefully and that operating representatives of the respective railroads had studied every detail which could have a bearing on the performance of the trains. The author also says, "unfortunately the competitor, which left first, did not allow the Pennsylvania Railroad to get an even break, but struck out for home via the junction from which both roads left for their respective main lines."

For the sake of accuracy we also quote the last two paragraphs of the article:

"The Pennsylvania Railroad boys were proud not only of their efforts, but also that their Company was successful; they said the boys of the other railroad tried hard and deserved credit and later when they gather together as lodge and railroad chums they will explain the reasons, but above all stands out the fact that during a test on January 23 the Pennsylvania Railroad was victorious over the other railroad 16½ minutes from Potomac Yard to Baltimore.

"After having made a run with no mishaps, a run which will stand unequalled for many days, and made by

 Remember This!

THE
Baltimore & Ohio
—RAILROAD—
—RUNS—
Pullman Palace Cars
—FROM—
Philadelphia, Baltimore, and Washington,
—TO—
Cincinnati,
Vincennes,
& St. Louis
WITHOUT CHANGE.
DIRECT CONNECTIONS THENCE TO
ALL POINTS WEST AND SOUTH.

WHEN YOU GO WEST
TAKE THE
Baltimore & Ohio
—RAILROAD—
IT OFFERS THE TRAVELING PUBLIC THE
BEST INDUCEMENTS!
Quick Time,
Through Cars,
A Direct Route,
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Note the excellent time made in those days

The Little Things

By Ray Garrigus

Clerk, Car Department, Lima, Ohio

We are glad to have the privilege of printing this story by one of our own employes. The reader will discover that it is not the type of fiction that has recently been appearing in our Magazine, but we hope will agree with us that it is a thoughtful, interesting and truthful delineation in its more philosophical phase, of the great subject of SAFETY, and well worthy a place on these pages. A brief sketch of the author follows the story.—The Editor.

Prologue

IN RAILROADING, more than in any other industry, the little things are of prime importance. True, it is the little thing that counts everywhere, but in railroading, the little thing is EVERYTHING. A misspelled word in a train order might cause the loss of a hundred lives. A repairman might forget to tighten a certain nut, an inspector overlook a little crack in an arch bar—and either case might bring disastrous results.

I remember the rhyme of how a kingdom was lost because a nail in a horse's shoe was loose. Picture it in this wise. Instead of on horseback as in those storied days, the general is speeding toward the front in his private car. The result of a battle rests upon his getting to the scene of action in time to put a newly formed plan into operation. There is a cracked truck pedestal under his car. The pedestal breaks, the train is wrecked, the general is killed, the battle lost, and a nation is snuffed out in consequence.

Again, I recall how a flagman forgot to put oil in his lantern. He returned to his train, leaving the rear unprotected while he filled the lantern. There was a crash. Possibly ten drops of oil would have averted this catastrophe.

Too much stress cannot be laid upon the importance of the little things. In line with the old saying, "An ounce of prevention is worth a pound of cure," and applying it to railroading, we have, "Pay attention to the little things and the big ones will take care of themselves."

The Story

The advent of spring with all of its enchantment was at hand. The birds sang their praises from the rapidly budding trees and the earth breathed forth a warmer, new born air. Even little Millie was conscious that some unseen force was at work. To her the full beauties of spring were like a fairy book and its fairy land, a thing merely to be read about and with only a wish that some day her Prince Charming might come and take her

to that wonderland. True, Millie saw the snow melt away and an occasional sunbeam steal into the dirty tenement streets, but in tenement land the spring of the fairy book was just another day in a life of drudgery. It was just ten hours a day of standing before a big machine on the fifth floor of Eikman's overall factory, a long walk home, an occasional visit from a friend, once a week a picture show. And every Saturday meant a day of reckoning on which she must give up her week's earnings to help support an invalid father, who was one of the many victims of the great devil—Carelessness.

I have pictured for you Millie's environment that you will not censure her too unjustly for what transpires in the story. For not one of us knows what effect our every action has on the lives of those about us. When you drove to the office this morning, did you not very stupidly stall your machine on the street car track? And did you not, while in an angry mood, tell that somewhat insistent motorman that just for his "back talk" he could wait until you got good and ready to move, all the time pretending that the starter wouldn't work. And finally, thinking the motorman had been amply repaid, you leisurely started the car and, feeling very satisfied with yourself indeed, enjoyed the rest of the ride as you never had before!

But that street car arrived at the railroad station a minute late, and five wrathful men watched the 8.10 pull out just as they rushed up to the train gate. The first man muttered something to himself about missing an important engagement. The second, a young man, hastened to the telegraph office and dispatched to a certain young lady the sad tidings that the wedding would have to be put off until the next day. The third man, with quite an audible oath, shook his fist at the fast receding train. For some strange reason the fourth seemed somewhat pleased at having missed the train. While the fifth, a self important little fellow, reported the motorman and conductor for

bringing their car into the station late, and both were discharged by their employers.

Now the motorman had a wife and four little children to support. Work was hard to find and after weeks of hunting in vain, the cry of a starving babe tempted him to steal. He was caught and in an attempt to escape, shot a policeman. The law took its merciless course and he was sentenced to die in the electric chair. And while the wheels of organized charity were moving slowly, the mother and babe died, leaving the three orphans to the care of the State.

You, who delayed that street car for one minute and took only selfish pleasure from your action, threw the entire universe out of order for all of those people and countless hundreds of others, whose actions depended on theirs.

Perhaps you will not now, then, condemn little Millie for looking out of the window and neglecting her machine when the sun happened to peep over the top of the adjacent building and proclaim the coming of Spring, even in that crowded, dirty factory? And you will not blame her because as she reveled in the glorious sunshine, she did not see that little steel tooth break from her machine when the steady flow of scrap cloth became jammed as it was being torn into shreds. Truth is, Millie did not even know what became of this by-product after it left her machine. She only knew it was called waste.

* * * *

Train Number 8 was the pride of the X. Y. & Z. Her steel-tired wheels, as they sang over the rails, repeated over and over their old song:

"I'm never late-e-e-e. I'm never late-e-e-e."

Tonight, as she hummed along, they sang sharp and clear in the still summer air and as Engineer Davis looked back over the splendid train he opened the throttle a little wider, and felt the thrill as she continued to pick up, faster and faster.

To an interesting couple back in the coaches, however, never had a train seemed to travel so slowly. The farm houses appeared to be miles apart.

Every minute dragged like an hour.

"Dick, I'm beginning to believe we'll never get to Merlin. It seems like a month since we left Columbia."

Mrs. Dick Cantor (the name was actually less than 48 hours old) turned from the window to the man at her side, who appeared to be about 23. He sat straight in the seat, shoulders back, his rather boyish face square jawed and muscular, and with an air about him that spoke plainly of the military.

He smiled at his wife as only a lover can.

"You are too anxious to get there, Helen. It is almost a five hour ride yet. Wasn't it great of Jack Dalton to make that offer? It's going to be a great start for us. Did I ever tell you about the collision we had over in France?"

"No, do tell me, Dick," Helen answered eagerly. "It will make the time pass more quickly."

"The story isn't a long one. We were both in the same regiment. I was running a big American locomotive and Jack had a little French switcher, the kind with no cab and only hand brakes instead of air. It was awful to hear Jack scandalize that little engine. The rest of the fellows called it the 'frog.' One night I had a long drag of ammunition cars and we were taking a pretty good grade. As we neared the top of the hill the little 'frog' came over, heading for us, it seemed, at full speed. I whistled, but he didn't stop. I slammed on the air but before we could stop he had hit us. The 'frog' turned over and went into the ditch, hardly even jarring the American engine. We pulled Jack and his fireman out of the mud and they rode back with us. It seemed that he had orders to take a siding near the top of the hill and was speeding along in good old American style when the hand brake chain broke and he just kept on going until he hit us. Shortly afterwards he was assigned an American engine and I didn't see much of him until after the scrap was over."

"Did you answer his letter when he asked you to come out here?" Helen asked.

"No. I thought we would surprise him. He didn't know I was going to be married and he invited me to stay with him."

The conductor, a veteran who had ridden Number 8 since its inception, was coming through the car.

"When are we due at Merlin?" Dick asked him.

The conductor looked at Dick and smiled, a kindly old smile.

"That question is rather undiplomatically put. Number 8 will arrive at Merlin at 1.53."

Helen laughed heartily at her crest-fallen husband.

"He is rather confident, isn't he? Just the same I'd like to see his face if we were a minute late."

"I'm never late-e-e-e. I'm never late-e-e-e."

The wheels sang out their accustomed song, but an unknown and in-harmonious voice now seemed to join in the chorus.

"I'm never late-re-re-e-e. I'm never late-re-re-re-è."

And the engineer looked back and saw a little blaze spurt from the first journal box on the third car.

"Got a hot one," he called to the fireman.

Little Millie, in New York, a thousand miles away, was returning from the once a week picture show. She did not know how that little steel tooth, which months before had broken from her machine, had found its way with a wrapping of oily waste into the first journal box of the third coach in Number 8. Even now it was scratching the smooth, glasslike surface of the journal, working under the edge of the journal bearing and scratching deeper and broader. Hotter and hotter became the journal until the oily packing began to burn. The weird chorus to the wheels' song became louder. The journal began to glow red, the babbitt to melt and run to the bottom of the box. . .

Little Millie tiptoed up the stairway to keep from waking the invalid father.

Helen, swaying gently with the movement of the car, grew sleepy, her pretty head finally dropping over on Dick's shoulder.

"I'm never-re-re-e-late-re-re-re-e."

Engineer Davis looked back again, a shade of anxiety coming over his face. It was still 30 miles to the next stop. . . Two minutes passed. . . The journal bearing began to crumble and break, the while Millie knelt at the side of her bed in prayer, and Helen dreamed about the little home that was to be. . .

Re-re-re-e-e-e."

The song now filled the still night air. The last of the journal bearing fell to the bottom of the box. The journal changed from red to white. A mile passed. Then, slowly the journal twisted and broke. The side of the truck held suspended for a second, then, with a sickening roar, it ploughed into the ties. The truck turned over and the end of the great steel coach shot into the air. There was a grinding of brakes on the wheels as the air set, and, with a roar, half of the second coach crumpled into splinters as the end of the third coach crashed through its roof.

Being railroaders all, we can picture the resulting scene—

Engineer Davis, mechanically, almost as in a nightmare, cutting off the engine and, quickly gathering speed, disappear into the darkness toward the next tower.

The operator frantically calling for the relief train.

A dispatcher cancelling train orders and substituting siding orders to give the relief train right of way.

A sweating, swearing yardmaster trying to switch three trains and the relief train at the same time with one engine.

Then, smoke pouring from the great wrecking derrick, the crew ready, and doctors and nurses hurriedly getting on the relief train as it pulls slowly out onto the main track'

Thus ends the story of a "little thing." It may not please those who expect the "happily ever after" ending. But railroading is a grim game and in railroading, the little thing is EVERYTHING!

The Author, Ray Garrigus

Ray Garrigus, clerk, Car Department, Lima, Ohio, and author of the story "The Little Things," began his railroad career during a

high school vacation in 1916. He started in as a laborer, but was promoted successively to mill helper and coach repair helper; then in 1918 he was transferred to the Car Foreman's office, where he has worked continuously ever since. Mr. Garrigus tells us that he has "never taken to writing seriously" and that this is only his second or third attempt. We believe, however, that our readers will find much of interest in his story.



Ray Garrigus

Safety Section

What They Think of "Safety Drives" on the Western Lines

In an effort to learn from the employees themselves their opinions concerning the benefits of the special safety campaign in April and May last, R. N. Begien, general manager of the Western Lines, asked some of those who took part to write their sentiments regarding it and the benefits that would accrue. The replies were illuminating, some extremely interesting. Here are a few of those sent in:

By S. A. Regan

Bridge and Building Dept., Newark, Ohio

SINCE this last Safety Drive I notice that the men take more interest in Safety. In handling heavy material they do better teamwork, notifying each other of any danger as they handle each piece. They are more careful when working on or about tracks. They also pay more attention to the time trains are due. While trucking material or operating motor cars, the men who showed little interest before this drive have begun to realize that the Company is in earnest, and are impressed with the fact that it is the proper thing to observe Safety.

Some of them still say they are "from Missouri," meaning that they want to be shown by the foreman and others setting them an example by practicing Safety.

By W. B. White

Leading Car Inspector, Newark, Ohio

Now that the campaign is over, I want to express myself as being very much in favor of these special drives. They create an impression upon each employe that is not soon forgotten. It is with pleasure that I can say that we had no accidents in the Transportation Yard. However, we had two violations reported, viz.: a man loading scrap air hose into a wheelbarrow and standing with his back to a cut of approaching cars; also the wheelbarrow was too close to the track; and the other was an inspector getting on a moving train. All of the men are fully in accord with Safety and I feel confident the campaign has made many converts to the Safety cause and its good will be reflected in the future Safety reports of the Railroad.

By F. Dernier

Yard Conductor, Lorain, Ohio

The different employes I meet every night seem to have Safety more impressed on their minds than before this drive started. I think the work in Lorain Yard is being done in a

much more safe and satisfactory way than ever before. Most of the men are taking it seriously and if the new men that come on now as work picks up are instructed and drilled as we are drilling the men now at work, I see no reason why there should not be a great improvement.

Taking the new men in groups and drilling them in Safety as they return to duty this season should be one of the most important duties of the Safety Committees and should give Lorain Yard a good percentage of improvement.

By Ed. Rollins

Road Foreman's Clerk, Garrett, Indiana

We have been able to interest in Safety a class of men who heretofore were blind to the benefits to be derived from such a movement, those who said that the Company alone was benefitted thereby and was proposing the movement from a selfish standpoint. This particular group take more kindly to the suggestions and talks of their fellow workers than they would to that which is suggested to them by the supervising officers.

What "Bulletin 70" Means to Me

By R. Malone

Engineer, Charleston Division

THERE are two thoughts which strike the thoughtful man and woman as they watch the film unfold the story of what "Carelessness" does in the world. First, the tremendous material loss occasioned by failure to Think, and second, the untold suffering brought not alone on railroad men, but on their innocent wives and families. The figures are appalling, and as scene after scene unfolds, with the deadly total mounting higher each month of the year, the careless man must be impressed and must go away firmly resolved in his own mind to practice SAFETY at all times hereafter.

A man is shown in the prime of life, enjoying good health, a good position,

It has been developed that living and working along the lines of Safety is a habit which each one can cultivate if he only makes the effort, the majority of unsafe practices being indulged in by the older and more experienced employes who are hardened to the dangers attending their duties and get into the habit of reckless and unsafe practice. I have generally found that the newly hired and inexperienced employe realizes the dangers accompanying his duties on the Railroad and is on the alert at all times. He is continually cautioned by the employing officer and the rules examiner (on taking his first examination on the rules) about the importance and necessity of observing the Safety Rules. This instruction generally leaves an impression—until he gets out among the older employes in point of service and observes their reckless railroading, with a consequent belief that they are saving time and that he should follow suit.

Our men have been placed on various sub-committees and have been made to realize that the Company has a personal interest in their welfare, that they are important factors in the establishment of Safety practices and in the correction of unsafe practices through proper report to their superior officers.

The greatest benefit derived from this drive, in my opinion, has been the personal contact that has been established between the Company, its supervising officers and its employes, from which the majority of the men will develop the personal interest in Safety which is so essential to the success of the movement.

has a good salary and a comfortable home, happy with his wife and family. Then one day "Thoughtlessness" creeps in, and there's another story to tell of the man who had been doing the same thing for years, caught at last in his own trap. It's wisdom to practice SAFETY first. The Company, as is shown by the film, makes rules and regulations to protect its men from their own careless acts. Disregard of the rules set up as a result of many years' study, brings its own punishment. The Company provides goggles; if a man does not use them, and loses an eye, who is to blame?

Safety is so much a matter of common sense that I cannot see why it

THE BALTIMORE AND OHIO RAILROAD COMPANY

SAFETY DEPARTMENT

CASUALTY AND MAN HOUR RECORD

Honor Roll Shops are Those Having no Reportable Injuries

Shops working more than 50,000 man hours during month of July, 1921

THIS MONTH'S HONOR ROLL		INJURIES	MAN HOURS WORKED	RANK IN JUNE	
Holloway.....		0	51,673	6	
RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN JUNE
1	Grafton.....	77,766	1	77,766	7
2	Lincoln Street (incl. Robey Street).....	74,883	1	74,883	15
3	New Castle.....	63,086	1	63,086	4
4	Lima.....	82,430	2	41,215	18
5	Glenwood (Master Mechanic).....	79,231	2	39,615	8
6	Washington, Ind.....	98,792	3	32,931	10
7	Cumberland (Master Mechanic).....	197,478	7	28,211	16
8	Ivorydale.....	131,480	5	26,296	2
9	Connellsville.....	102,932	6	17,155	5
10	Newark.....	84,216	5	16,843	17
11	Garrett.....	89,554	6	14,926	23
12	South Chicago.....	74,065	5	14,813	21
13	Brunswick.....	108,160	8	13,520	12
14	Keyser.....	158,505	12	13,209	13
15	Chillicothe.....	65,955	5	13,191	9
16	Benwood.....	76,672	6	12,779	14
17	East Side.....	88,597	7	12,657	1
18	Lorain.....	75,806	6	12,634	3
19	Cumberland (Back Shop).....	84,189	7	12,027	Honor Roll
20	Storrs.....	53,251	5	10,650	11
21	Willard.....	76,326	8	9,541	19
22	Riverside.....	141,219	15	9,415	22
23	Mt. Clare.....	291,634	44	6,628	24

Total Injuries of all Shops Reporting:

January, 200; February, 129; March, 116; April, 78; May, 133; June, 150; July, 207.

Shops working less than 50,000 man hours during month of July, 1921

THIS MONTH'S HONOR ROLL		INJURIES	MAN HOURS WORKED	RANK IN JUNE	
Gassaway.....		0	32,310	Honor Roll	
Allegheny.....		0	25,138	6	
Flora.....		0	24,245	Honor Roll	
Somerset.....		0	21,451	Honor Roll	
East Chicago.....		0	17,674	4	
Haselton.....		0	15,341	Honor Roll	
Harrisonburg.....		0	3,284	Honor Roll	
North Vernon.....		0	2,585	Honor Roll	
RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN JUNE
1	East Dayton.....	48,420	1	48,420	Honor Roll
2	Zanesville.....	27,448	1	27,448	5
3	*Ohio River Low Yard.....	44,054	2	22,027	Honor Roll
4	Rossford.....	43,980	2	21,990	1
5	Cleveland.....	41,982	2	20,991	8
6	Fairmont.....	39,064	2	19,532	7
7	Weston.....	16,131	1	16,131	Honor Roll
8	Cone.....	33,525	3	11,175	2
9	Ohio River High Yard.....	30,836	3	10,279	Honor Roll
10	Sabraton.....	9,639	1	9,639	Honor Roll
11	Painesville.....	35,777	4	8,944	Honor Roll
12	*Glenwood (Back Shop).....	41,790	5	8,358	20
13	Stock Yards.....	22,981	3	7,660	3
14	Green Spring.....	20,605	4	5,151	10
15	Martinsburg.....	21,964	6	3,661	9

* Shown on statement of shops working more than 50,000 man hours during month of June.

Total Injuries of all Shops Reporting:

January, 200; February, 129; March, 116; April, 78; May, 133; June, 150; July, 207.

should need any argument in its favor. The lesson to be taken from the film is:

Carelessness is more powerful than the combined armies of the world. It has destroyed more men than all the combined wars of the world. It has wrecked more homes than the deadliest guns used in the World War.

Do you know that carelessness costs in the United States alone over \$300,000,000 each year? The victims are taken alike from rich and poor, old and young. Every year thousands and thousands of wage earners are its victims. Your worst enemy and mine is carelessness, and this is simply the result of **THOUGHTLESSNESS**.

In a recent newspaper I read the following, which to my mind is about as near the entire story in a nutshell as anything, and therefore I quote it in full:

You are enjoying good health. That's fine.

You want to remain well. That's natural.

You may be careless. That's possible.

You may have an accident. That's probable.

You sincerely hope not. That's obvious.

Then practice **SAFETY** first. That's wisdom.

Talk Safety

LIKE advertising, Safety, in order to be effective, must be kept continually before us. One advertisement won't forever keep the name of the product before the public. Neither will one Safety drive forever keep us reducing accidents. We've got to talk it all the time.

The need for intelligent cooperative Safety work is greater today than ever before. When we consider that 10 per cent. of all deaths in the United States is due to accidents; that, on the average, someone meets death by an accident every 8 minutes, we cannot help but feel that our own past efforts should be redoubled in the interest of humanity to save suffering and sacrifice.

It is not only necessary for each of us to keep constantly before him the fact that eternal vigilance is the price of Safety; but, further, by always being on the alert to keep another free from danger, we shall feel that we have done all we could to carry out the thought, "**THOU ART THY BROTHER'S KEEPER**."—Anon.



The "Why" of Food

By Dr. G. Carroll Lockard
Medical Consultant, Relief Department

(This is the conclusion of the article on this subject begun by Dr. Lockard in the August issue. The first installment mentioned the five different kinds of food which the "human engine" needs, and discussed in some detail the first class, the proteins, or, as the author called them, "the repair fuels or foods." The other four kinds of food are described here.—Ed.)

Class II—Starch Foods, Sugars, Fats

The second group of fuel foods are those that are burned up in the body, producing heat and energy. These are divided into three sub-groups of (a) starch foods, (b) sugars, (c) fats.

The first two are technically carbohydrates; and a well-known scientist stated that, "the work of the world is done by carbo-hydrates."

(a) Starch foods:

Wheat flour	Rye
Corn meal	Barley
Hominy	Spaghetti
Rice	Potatoes
Oatmeal	Bananas
Macaroni	Beans
Buckwheat	Peas

Besides, the so-called green vegetables, fruits and nuts contain anywhere from 5 to 20 per cent. carbohydrates.

(b) The sugars, as cane sugar, milk sugar:

Corn syrup	Molasses
Candy	Most fruits

(c) Fats:

Cream	Peanut butter
Butter	Lard
Bacon	Oleomargarine
Milk	Olive oil

There is also a very considerable amount of fat in various meats, as pork, lamb, duck, etc.

The need of the body for these fuels depends upon many factors; size, age, amount of work to be done, the air temperature, whether hot or

very cold. For the most part (including some fats) they are readily digested, quickly absorbed, and if not entirely used up by the body, may be stored about the body as fat, or in the organs and muscles as a sugar. The great bulk of the food is made of these substances, and provided that a *generous mixed diet* be eaten, a harmful excess is not apt to be taken. If an excess is supplied, *in the absence of disease*, then the storehouses of the body will become full and the individual will put on weight, and when he becomes over-weight for his age and height (if he is over 35 years) he will thereby shorten his life. "Every inch added to the waist line is a year from the life line." The scales should be frequently consulted, and if over-weight threatens, less fats and sugar, and more vegetables of the green variety should be taken, as:

Lettuce	Cauliflower
Cucumbers	Eggplant
Spinach	Cabbage
Asparagus	String beans
Sorrel	Turnips
Sauer kraut	Squash
Beet greens	Beets
Celery	Carrots
Tomatoes	Onions
Brussels sprouts	Green peas

Those who are under-weight, especially if young, should eat freely and largely of starches, sugars and fats. It should be their effort to get up to their average weight, because under-weight often means under-nourishment, and this frequently affords the "good ground" for bacterial infections such as tuberculosis.

Class III—Water

It seems strange to speak of water as a food, yet it makes up by far the largest part of our bodies, and it must be supplied else we cannot live. As a matter of fact, however long a man may live without food when supplied

freely with water, if he be deprived entirely of water or fluid his end usually occurs in 11 or 12 days, and with great distress.

How much water should be taken depends upon the body build, work and the temperature. A safe minimum would be from 2 to 3 pints; i. e., from 5 to 8 glasses. In health there need be no maximum limit. Modern physiology has shown that there need be no fear of drinking water with the meals. Water taken too freely with meals, does, however, promote insufficient mastication, and rapid eating, both bad habits. And it is a very prevailing mistake to use ice water, as we customarily do in this country, guzzling down several glasses at a time. This cannot but injure the mechanism of the stomach, while as a matter of fact, it affords not as much relief to the thirst as water drunk slowly, thus allowing it to be partially warmed in the mouth.

Class IV—Minerals

Mineral substances form an integral part of the human frame. They enter into the make-up of all the cells, fluids and tissues. They are of numerous kinds and are freely supplied in all of our foodstuffs; so that if any variety at all is taken, enough mineral substances are likewise absorbed.

Certain minerals are of the greatest importance in infancy, and we must be sure to supply them by adding adequate vegetable foods, especially green vegetables, which contain the necessary mineral compounds. Take a single example: the new-born infant will have stored up in its tissues (chiefly in the liver), a supply of iron sufficient to carry it through the major part of the first year or period of exclusive milk feeding. You may know that milk, both mother's milk and cow's milk, does not contain iron. It is rational and right therefore, to give the year old infant other foodstuffs than milk, like broths, green vegetables, etc. If this is not done and exclusive milk feeding is persisted through the second year, then the child becomes pale and flabby, and may have quite a serious anemia, or blood deficiency, due entirely to lack of proper mineral substances, chiefly iron, and this in spite of the fact that it was getting enough food, merely considered as food.

Class V.—Regulating Foodstuffs

These are peculiar in that they have in addition to their properties of nutrients, certain other functions which in some instances are absolutely essential to maintenance of health; in others, acting merely as assistants, useful but not vital.

Naturally, the first group are of the greatest importance. Let us illustrate

from the painstaking and careful experiments made in various colleges upon stock. It has been found that if you fed animals on food selected simply for its chemical valuation, giving them the proper amounts of protein, fats, carbo-hydrates, salts and water, the animals (rats, guinea pigs, calves) in certain instances, would not thrive; they became stunted in growth, or showed other nutritional changes in their furry coat, developed inflammations of the eyes, paralyses, and even death. Yet, if to this same diet certain additions were made, as leafy green vegetables or more especially milk, eggs, outer shell of wheat or the germ of corn, etc., then the animals would live and thrive in a normal manner. These additions did not add materially to the food value, as estimated in calories, but furnished something vital and absolutely necessary to health. Hence these necessary substances have been termed "vitamines," and nutritional diseases arising from their absence in the food, are called "deficiency diseases."

Thus, the scurvy of the old sailing ship days was a "deficiency disease," and experience taught that it could be not only cured, but prevented from occurring by the addition of lime or lemon juice to the diet of "salt horse" and "ship's biscuit." Indeed, the British as early as 1795, required its use on British naval and merchant vessels. In 1897 it was definitely shown that beri-beri, a prevalent disease of the Orient, was due to the extensive use of "polished" rice, and could be prevented by the use of "unpolished" rice. In other words, there was something in the outer covering of the rice grain, making it indispensable as a healthful food.

There is much belief that "pellagra," a disease which has been prevailing for several generations in certain sections of the South, is a deficiency disease. Certainly it seems to arise from a diet poor in proteins, made up chiefly of corn bread and syrup, and without enough milk, butter and green vegetables.

Diets which are liable to produce deficiency diseases are those consisting of preserved foods, canned legumes, like peas and beans, corn, cereals, breadstuffs and with little fresh meat. Wholesome diets should include milk and milk products in generous amounts, eggs and especially leafy vegetables, as cabbage, beet tops, sprouts, kale, spinach, etc. Thus there will be supplied a sufficiency of these mysterious vitamins, for no one knows how they work when present, although the result of their absence is quickly seen.

For this same reason there should be added to the diet of infants, orange juice or tomato pulp, strained, during their first year, especially if artificially fed; and green vegetables early in the second year. Certainly this should not be neglected if pasteurized or boiled milk is used.

The other type of regulating foods are those which aid the proper functioning of the intestinal movements. Man is not supposed to be a strictly carnivorous or flesh eating animal. Neither were his intestines planned for food so highly selected that it leaves little residue after absorption, as bread, potatoes, cereals, which often form the diet of many people. The intestines must have a certain

bulk to act upon, proper intestinal motions, and hence, proper bowel evacuations cannot occur unless this bulk is furnished. In other words, food must not be entirely digested, some must be left over, and foods supplying this non-digestible portion in large amounts are called "fodder foods." Practically all vegetables and fruits belong to this group, principally those like cabbage, sauer kraut, beet greens, spinach, Brussels sprouts, kale, cauliflower, string beans, apples, pears, prunes, dates, figs, oranges, grape fruit; and especially should they be used as an important part of the food intake of those inclined toward constipation.

Cinder Business

(A true story)

Yesterday
The wind blew
A cinder into my eye.
It was the kind of cinder
That gets
Right under the lid
And makes you think
It's as big as a rock.
I pulled the upper lid
Over the lower,
But the cinder remained.
A man came along,
A big, fat man.
He offered
To get the cinder out.
I was reluctant,
For it was my eye
And not his.
Presently he said:
"I godt a clo-ding fact'ry,
"Und my gels
"Gedt many t'ings
"In deir eyess.
"I gedt him out lots of times."
And so, I concluded
To let him try.
In a minute
He had it out.
When I thanked him I saw
He was a kind faced
Hebrew gentleman,
Well dressed,
And he looked as though
He might well be
A factory owner.
I asked him:
"Where did you say
"Your factory is?"
"Fredericksburg, Virginia,"
He said.
"And how
"Do you ship your goods?"
"By water."
"Um-m, hm-m. And do you
"Travel much?"
"Jah, I travel lot,

"Tomorrow I go
"Bei Chicago."
"Baltimore and Ohio?"
I asked him,
"No!" he shouted,
"I don't like dot road!
"I don't rode on him
"For five years, mebbly more."
Then I started to argue
And to boost
The Baltimore and Ohio.
I talked him to the end
Of the block
And around the corner.
At last he said,
"I goin' try him,
"Dot B and O,
"Schust for fun,
"Und if I like him
"I let you know.
"But if I don't—
"I goin' to write
"Your PRESIDENT,
"Und tell him
"Vat a bum rooter
"You iss,
"Und dot you won't
"Let a poor man
"Rode on anudder railroad
"In peace.
"My name is Herr,
"I told you vhere
"My fact'ry vas.
"Rememper vat
"I told you;
"I goin' ride
"Bei your railroad
"Tomorrow!
"Oh, my,
"Budt I go'n'
"To have fun!"

I'll bet so too,
And I'll bet that letter
Comes to me



BALTIMORE AND OHIO MAGAZINE

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"Baltimore and Ohio Specification"

Writing in *System* for June, William Hamlin Childs, of the Barrett Company, manufacturers of Tarvia, roofing compounds, etc., in describing the growth of this great business in which he has been a leading factor, says in part:

"A pitch and gravel roof depends for its permanency upon both the material and the workmanship. A careful and efficient workman with poor materials will put on a better roof than a careless and inefficient workman with the best materials in the world."

He then describes that phase of the growth of the business during which the term "Barrett Specification" was adopted and after which the selling of their product under this name meant that they were not only selling roofing materials, but also that they were selling specifications with the materials, and thus guaranteeing to their product proper workmanship and application when used. As Mr. Childs put it:

"Thus an architect or owner could order not merely paper and pitch and gravel but also our specifications as to the manner of laying. This permitted us to see our product into use."

* * * * *

Any railroad can sell transportation. Just this means the mere surrender of money on the part of the passenger or shipper for, respectively, a ticket or freight receipt and getting the passenger or freight to destination. The "specification" as to how the contract shall be carried out—how quickly, how comfortably, how safely, how courteously—depends on the personal interest in handling the contract by the army of employees on the railroad in question.

In some respects at least on the Baltimore and Ohio travelers and shippers appreciate the fact that there is a high standard specification which accompanies the contract. For instance, travelers who have eaten meals on our trains, the superiority of which compels insistent mention in our MAGAZINE, go into our dining cars knowing that the service there has a high standard specification. We fancy that the coal operators along our lines put great faith in the ample facilities of our Curtis Bay Coal Pier against a time of excessive transportation of their product. We know that travelers who use our trains frequently favor our Railroad because they can count on the courtesy of the employees in the Operating Department.

It is possible that every contract made between our Railroad and its customers should carry with it a definite "Baltimore and Ohio Specification," meaning the highest standard of transportation service possible. But this contemplates a personal interest in their work by many,

many employees. In the passenger business it starts with the information bureau and goes through the ticket office and on to the train to the last smooth stop at the passenger's destination. In our freight service it means traffic representatives well posted on rates, routes, etc., and an unbroken line of courteous, careful service from the receiving platform where the Railroad takes the goods to the delivery platform where it surrenders them.

Practically every employe on the Railroad is, consciously or unconsciously, helping define just what "Baltimore and Ohio Specification" means. And the increasingly good opinion which people have of our service is the best encouragement we could ask in making "Baltimore and Ohio Specification" stand for better and better service.

Enlightened Selfishness

We all want to get on. We all want to earn more. The way to earn more is to *learn* more—and then *do* more. Sooner or later, the good worker pulls ahead of the poor worker, just as a well-managed company makes more money in the end than a badly-managed company. The world, after all, pays for results. Knowledge is not only power, but leads to profit.

There is a world-wide trend towards freer competition among labor and towards payment according to output, that is, some form of piecework or extra payments for production over a certain standard. The consequence is that it will be less easy for lazy or incapable men to hold their jobs or to get decent wages. The worker who will fare best will be the one who studies his job most intelligently and acquires the knack and the habit of doing his work most rapidly and efficiently.

Don't make the mistake of imagining that if you throw yourself heart and soul into learning to become a more productive worker all the benefit will go to the company. True, it may appear to, for a time. But just as water seeks and finally finds its level, so will a superior workman. Although it may strike you as very unselfish on your part to increase your ability and your output without extra compensation, it cannot but prove to be enlightened selfishness, since you will have increased your own worth, your own capacity, and your power to command better pay than the fellow who cannot earn as much as you.

Aren't we all willing to pay more for a good suit of clothes or a good pair of shoes than for a poor suit or poor shoes? Very well; employers are buyers of labor, and they, too, are willing to pay more for good labor than for poor labor. Qualify yourself to supply high grade labor work and in time you will get high grade pay.—By special permission of *Forbes Magazine*, N. Y. (Copyrighted 1921 by B. C. Forbes Publishing Co.)

Fire—Servant and Master of Man

Among fire stories the classic of modern times is that of Mrs. O'Leary and her cow, the cow that kicked over the oil lamp that started the fire that burned the City of Chicago in 1871. The moral which we wish to draw from it is that when it started, it could have been put out with a teacupful of water. Once started it defied the efforts of all the people of Chicago and the ample water resources surrounding Chicago, to check it before it did enormous damage.

All fire prevention is built around speed. It was the speed of spans and trios of magnificent horses in the days of the still alarm. Often it has been the speed of the railway train, as in the case of the fire in the City of Annapolis, when fire trucks from Baltimore were rushed to the scene over the Baltimore and Ohio. Now it is the amazing speed attained by motor trucks in the hands of super-trained employes of the fire departments.

Everywhere, always, the demand has been for speed and then more speed.

On the Baltimore and Ohio at places where property values are large, such as at shops and terminals, we maintain permanent night and day fire fighting forces, with headquarters, apparatus, regular inspections, etc. These men never know when they are going to be called upon for a trial test or for a real one, and the records which they have made are most commendable.

But the thing to remember at all times is that the prime essentials in control of our fire losses are, first, super-care in preventing them; and second, alertness and speed in quenching them before they have gotten uncontrollable headway.

A recent newspaper article said that "the fire bringer is the first and greatest of all pioneers on the paths of progress," and a survey of the omnipresence of fire in some form or another in the preparation of all the things which have to do with man's existence, proves this. Fire is man's greatest servant when under proper control. But when it gets the upper hand it is a hard master.

As you see a fire hazard on any part of the Railroad, don't think that it won't affect you personally. You can never tell where such a hazard, unless removed or protected, will strike at the job you are holding down. When you see the fire hazard anywhere or any time, don't fail to remove or report it. It doesn't pay to temporize with fire, servant and master of man.

A Peppy Division

During the No-Accident Campaign on the Eastern Lines, 30 days, August 15 to September 15, the Charleston Division got out two bulletins each day. One kept all employes informed concerning the progress of the campaign. The other was a quotation from remarks of division employes or officers, calculated to stimulate interest in the campaign.

At this writing we do not know how the Charleston Division is going to come out, but if living things up from headquarters and keeping your personnel posted on developments, mean anything in maintaining enthusiasm, Charleston ought to come out on top.

The members of a baseball or football team can't work either intelligently or enthusiastically if they don't know the score. Neither can a team of earnest railroaders striving to cut down accidents. One of the most essential prerequisites to accomplishment is knowledge.

When Lightning Strikes

Of course you recall the old gag about the teacher who asked her class how it was that lightning never strikes twice in the same place and the reply of one bright little boy to the effect that it doesn't "becuz after it hits onct the same place ain't there." Well, Opportunity is something like that. Sometimes it hits you all of a sudden, and if you're the right kind of man you "won't be there" when it comes around the next time, if it ever does. Only, instead of being annihilated when you're struck, you'll be electrified into action and seize your chance in a strangle-hold. The man who discovered lightning hasn't anything on the man who discovers his opportunities in the seemingly petty routine of his every-day job.

—Jerome P. Fleishman in "Uncle Jerry Says."



Bittersweet

Along the public road that meanders in crooked fashion through the county in which I was born, there stands an old mill-pond, surrounded by a grove of trees. Several of these trees are tall and misshapen, but of a growth sufficiently luxuriant to provide shade for the country folk who often stop there on hot summer days to rest themselves on the way from town; and sometimes the check-rein of the harness is loosed and a tired horse is allowed to munch the tufts of grass that are found there.

Two of those trees grow close together, and both are partly covered with vines. About one twist themselves the strong arms of both the Virginia creeper and the poison oak; on the other there hangs the graceful, clinging vine of the bittersweet.

When I was a child, at Christmas time I would take my basket and walk two miles to this spot in order to gather the beautiful red bittersweet berries. And for a long time I wondered why they were called by that name. Finally, I learned that on first tasting the berries or the twigs, they seemed quite bitter, but in a moment more, the bitter taste seemed to turn to sugar in my mouth. This was indeed a strange discovery, yet—when I think of it now—how much this plant is like life's experiences; how much it reminds me of some of the things that have come into my own life; how much like the crimson berries that decorate that gnarled old gum tree by the side of the road they are! Bitter? Yes—but oh, how sweet!

Personal Experience with Government Efficiency

The MAGAZINE office was on the mailing list of one of the principal bureaus of the National Government during and for a number of months after the World War, and through the publicity material it circulated we were enabled to keep our readers apprised of certain developments of interest to all of us.

In some way the MAGAZINE office became listed three times in the addressing cards of the bureau in question and the attention of the bureau was called no less than four times to this unnecessary expense of printing and mailing. But the material continued to come, three pieces of each letter and bulletin arriving as regularly as the mailman.

The MAGAZINE name has also been duplicated on the mailing lists of several corporations, but when their attention has been called to it, a reminder has not been necessary to get them to eliminate the unnecessary mailing expense.

Privately managed concerns are on the jump to take advantage of every possible economy. Not so, apparently, certain bureaus in the Government, where individual initiative and a reward for doing things economically are unknown. If a simple matter like that described cannot be handled more quickly than it was by this particular bureau, may the withering hand of Government ownership never fall on so enormous and complicated a structure as the railroads!

Read the story, "The Transition of Joe Higgs," beginning on page 38 of this issue.

Daniel Henry Jackson, Vocational Board Trainee, Has Found "Bill" Kenneally a Good Pal

DANIEL HENRY JACKSON was born in Terra Alta and went to work for the Baltimore and Ohio in 1909 as a bridge builder in the maintenance of Way Department. He was made a brakeman the same year in Fairmont yard; in 1910 was transferred to Rowlesburg as a fireman; was promoted to engineer in 1914, and with a slump in business was furloughed.

May 25, 1918 found him enlisted in the infantry and a member of the 155th Depot Brigade at Camp Meade. In six weeks he was made a top sergeant and sent overseas with a casual outfit in the infantry branch. He thought he was going to become a member of the famous 42nd or Rainbow Division.

Arriving in France he was spotted as a railroad man, passed the examination for engineer, became a sergeant in the 36th Engineers and was sent to Gievres, France, and put in the transportation service.

One night he was given charge of a train taking materials and men out from an area which had suffered severely from a gas attack. His destination was Saint Nazaire and on the trip down he caught a bad cold. A doctor told him to quit, that it would be dangerous for him to proceed further, but he doped himself up liberally with quinine, got his train through to Saint Nazaire, got his receipt for the 30 cars in the train and was then sent to Field Hospital No. 1. Three weeks later he was dismissed, supposedly cured, and returned to Company C of his regiment. After the Armistice he was transferred to the 25th Transportation Corps and remained in France until June 1919.

Since he has been home he has continued to be in bad health because of his inter-

rupted convalescence in France from the touch of gas which he got in the episode mentioned.

When he got to Camp Lee, Virginia, he was sent before the Director of the Federal Board of Vocational Education there and by him instructed to fill out certain papers which would have enabled him to take up vocational training with compensation. He decided that he wanted to make his own living, however, and went to work at a saw mill at Terra Alta. He lasted only seventeen days before his breakdown. Then he got his papers fixed up with the Federal Board, and as he expressed it, "the first thing I knew I was in training in Baltimore."

His case then became an illustration of a number of cases of men who have been placed for training in vocations for which they haven't had special adaptability. They tried to make him an architect at the Maryland Institute and he was getting more and more discouraged when, in April of this year, the Board decided to look further into his qualifications and see if he

could not be trained for something more suited to him.

"On April 6, 1921," said Mr. Jackson, "they took me over to see S. M. Elder, your lumber agent, who found a place for me to get my training out at Wicomico Lumber Yard. Here I fell in with my good friend, Lumber Inspector William R. Kenneally, a Veteran of 42 years in Baltimore and Ohio service, and who has been unusually kind and helpful to me.

"He tells me that I would now be able to qualify as a competent lumber inspector and although I did none of the actual lumber inspection at Wicomico I have been through all of the ropes and know just how the job should be done."

Mr. Jackson has a high regard for the work of the Federal Board. He is a family man and has been paid a sufficient monthly income by the Government to enable him to keep his wife and children comfortably.

The Federal Board is placing disabled ex-Service men constantly with the railroads and other industries and is making it possible for them to get such training in these jobs as to enable them to work into good paying positions after their training is completed.

How to Analyze Over and Short Reports

By L. M. Brown,

General Foreman, Chicago, Ill.

THE analysis of Over, Short and Damage Reports is very essential for any freight house foreman, as by thoroughly analyzing them, he is always in close touch with the work under his supervision and has an almost perfect knowledge of the efficiency of the forces working with him.

Not only are the results of close analysis interesting and beneficial, but the moral effect on the freight house force is invaluable to the Company as well as to the men themselves.

We have endeavored to get our force at Chicago interested by calling together all receiving clerks and tallymen and holding 10-minute meetings every week, at which we read to them the results of our analysis. We explain to them how this or that man was charged with errors in checking, loading, etc., and how the analysis proved that they were not to blame. It is wonderful to see how pleased those men are to know that they are being "backed up" by their foreman. Of course, at these meetings we show them any errors properly charged against them and take the means to correct them.

Similar meetings are called separately for stevedores or stowmen after analysis of Damage Reports. The various causes of damage are brought up and discussed and the knowledge acquired from these discussions put into practice for future improvement.

Our method of analyzing O. S. & D Reports is as follows:

All reports are held until a week's accumulation is on hand. We first take up the reports covering Overs. These are separated as between shipments found over while moving in the proper route toward destination, and shipments found over while moving in wrong route. The former are usually caused by waybills being mailed to wrong point and the latter are errors in loading by the platform force. The reports covering the overs in proper route are checked against the shipping tickets. This is accomplished easily because at Chicago the tickets are separated according to out-bound cars and filed accordingly.

The car number on the astray waybill is compared with that shown on the ticket. If the car numbers are the same, it indicates that the receiving clerk put correct car number on the ticket and that he balloted the shipment to proper car. The receiving clerks at this station run gangs. We next refer to office copy of waybill. If no irregularity is found, we check against the mailing record. If anything wrong is found, action is taken to avert it in the future. If nothing is wrong, it is reasonable to suppose that the original waybill was mishandled after leaving this station.

Reports of freight over out of route are more easily handled. All that is necessary is to refer to the Shipping Ticket, obtain



Trainee, Jackson and "Bill" Kenneally

Ballot Symbol number, locate the trucker who put the freight in the wrong car, charge the error against his record and check up the ballot clerk to see if he has a record of the error on his check of L. C. L. ballots against billing, and if he made any attempt to correct the error before the car was pulled out of the house.

Short reports are analyzed by first checking up forwarding, seal record against seal record on short reports, but this can only be done on through cars. Reports issued at stations beyond the break-bulk stations can only be checked by referring to loading ballots. If seal records check O. K., we then refer to copy of billing to determine if any notations of shortage at Chicago appear on it. It very often happens that the station issuing the report overlooks these notations and erroneously charges the shortage to us when, in fact, it is an error in expensing on themselves.

If after referring to the billing and shipping ticket, the error is not located, we then refer to the loading ballots, which will show how many truck loads the shipment consisted of and how many packages went on each truck. We can then form a fairly accurate idea as to where the error actually took place.

A great many short reports are issued on account of cars not being made empty at transfer stations. This is proved by the fact that we very often receive short reports from stations and a few days later receive copies of astray waybills showing the freight checked over at some other station loading via the same transfer station and showing the same car number from which short report was issued.

However, the greatest number of reports charged to us in error are due to expense bill clerks at destination points not showing our "Short at Chicago" notations on their expense bills from which the tallymen check the freight.

Analysis of Damage Reports is more or less guess work. There are so many causes that it is very hard to determine the actual cause. O. S. & D. clerks at various stations have their own certain way of showing cause of damage and this same cause appears on nearly all of their reports, proving guess work and that the actual cause is not properly investigated. A great many damage reports are issued showing the goods O. K. and only the container damaged. Such reports should not be issued as they may invite claims that would otherwise not be filed against the railroad.

Our study of the situation develops that the principle causes of damage are rough handling of cars and insecure packages, such as are used for macaroni. It is almost impossible to transport this commodity without damage unless segregated in the car and securely braced to keep it from working its way between other rougher freight while in transit.

However, we go over all reports as ren-

dered with our stowing force and try to correct our mistakes to the best of our ability.

Robbery reports are analyzed in almost the same way as Short reports. The seal records are first checked and if the original seals are not on the report we charge the robbery to the point at which the police seal or other seal is applied. These reports are segregated according to stations, each station's robbery reports being kept together. By doing this we can come very

close to the true facts. We have developed that certain stations show certain commodities, which in our diagnosis indicates that the pilfering was done at these stations. Of course, this is only supposition, but we work on these theories.

We have found this analysis of O. S. & D. reports very fascinating. The further one goes into it the more interesting it becomes and we hope that all freight house foremen get the same amount of satisfaction out of it that we do.

Was Superintendent Brown Trying to Put One over on Us?

WE recently thought that we had received a most valuable picture to add to the Baltimore and Ohio history now running currently in the MAGAZINE, the suggestion coming in the form of a letter dated June 18, from R. W. Brown, superintendent of the Ohio Division. Addressed to the editor, it read as follows:

While at Zaleski, Ohio, a few days ago, the attached print was handed me by a personal friend of Mr. E. W. Scheer, now general manager of the Eastern Lines.

He advises me that it is a very good reproduction of a print taken at the time Mr. Scheer was receiving his first lessons as a mail carrier between post office and depot at Zaleski, this being the first work he performed for the Baltimore and Ohio Railroad.

The old gentleman to his right, Mr. Dan Moriarity, is still living, and breaking in future generations via the mail carrying route.

I thought perhaps you might wish to use this in the next issue of the MAGAZINE. The plot of ground shown in the foreground of the view is known as Scheer's park.

A good reproduction of a photograph accompanies this article and although the figure of the diminutive urchin bears no resemblance to that of Mr. Scheer, we felt that a reading of Mr. Brown's letter describing the picture justified us in believing that this was really a bonafide picture of Mr. Scheer when he started as a mail carrier at Zaleski.

It occurred to us, however, that there was some discrepancy between the fact that this park should have gotten the name of our general manager, Eastern Lines, and that in its attractive setting he should appear as very much of a boy. So inquiry of Mr. Brown developed the fact that Mr. Scheer was instrumental in changing the former indifferent appearance in the surroundings of the station at Zaleski to the pretty view seen in the picture.

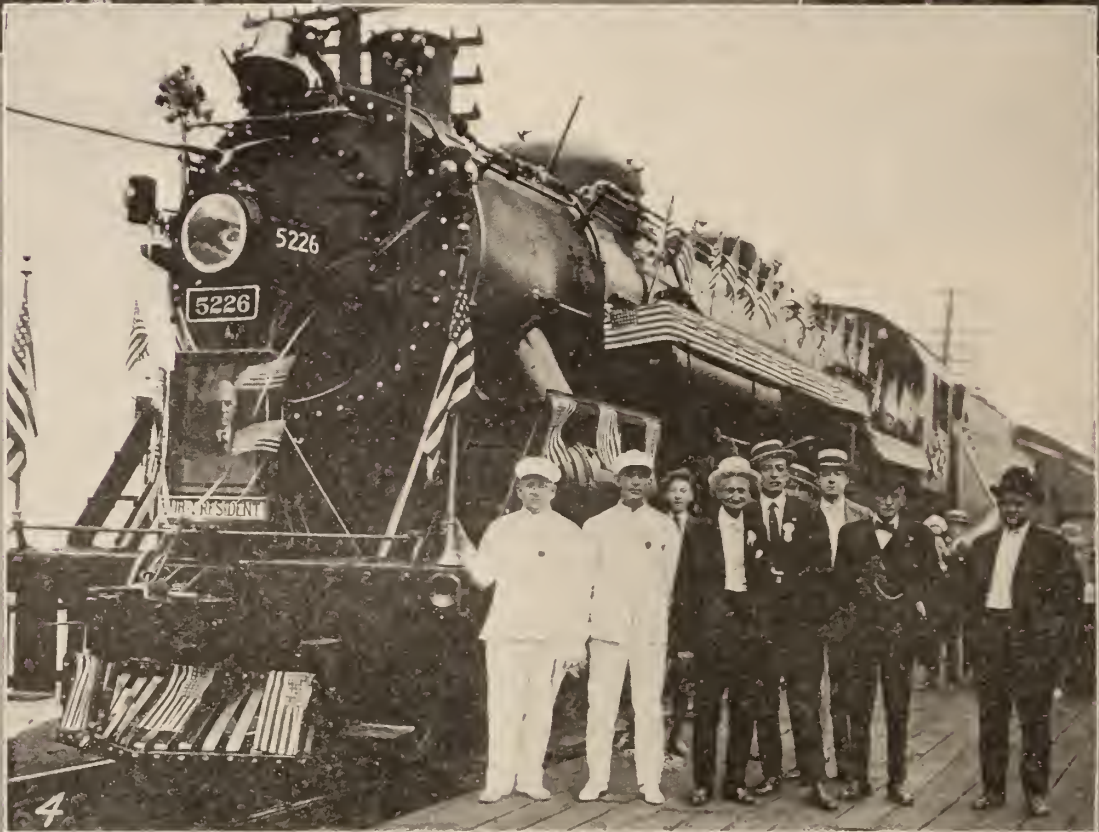
This is, however, the scene of the first work for the Railroad of Mr. Scheer. When fourteen years old he started as a mail boy here at twelve dollars a month and his next boost in salary was to 7½ cents an hour.

When he became a general superintendent with jurisdiction over the Ohio Division, former Vice President Thompson suggested to him that the surroundings of the station be beautified, and it was not long after that he arranged to have sod brought from nearby places and the grounds laid out attractively.

The larger figure in the picture is Daniel Moriarity, who started as a trackman on the Baltimore and Ohio, then became track foreman, then pumper and was pensioned in 1912. Mr. Moriarity is still much about the Railroad property and remembers well the early days of Mr. Scheer's apprenticeship at Zaleski. The boy next to him is his grandson.



Scheer's Park, Zaleski, Ohio, with "Dan" Moriarity and his grandson



SEEN AT THE VETERANS' PICNIC AT SOMERSET

1. Anna Scabora and Esther Kish, car cleaners, Pittsburgh Yard. 2. Left to right: R. L. Whittaker, brakeman, Pittsburgh Division; Mrs. Whittaker; William Stanley Whittaker; Mrs. George Zurawski, wife of engineer, Connellsville Division; the mother of Mrs. Whittaker. 3. E. F. Augustine, passenger engineer, Parkersburg, West Virginia, who, with his wife and three children, Virginia, Carl and Russell, motored all the way from their home to Somerset for the picnic; J. M. Garvey, grand vice-president of the Veterans. 4. The Pittsburgh excursion engine, with President Willard's picture on the pilot, and in front, from left to right, George K. Reed, engineer; "Ike" Wood, fireman; W. C. Cox, smoke inspector and president of the Pittsburgh Chapter; H. H. Stork, engineer, Charles Durant, clerk to superintendent; F. Burg, assistant road foreman of engines. 5. A happy luncheon party including Superintendent Van Horn, Cumberland Division; George J. Bell, retired engineer and president of the Willard Chapter, and Mrs. Bell; W. P. May, baggagemaster and J. C. Michaels, engineer, S. and C. Branch; T. R. Brown, Confluence, Pa.; J. R. and "Ed." Zearfoss, conductors, Connellsville Division, and members of their families; Mrs. Heimbaugh. From personal experience the editor of the Magazine can vouch for the ability of the ladies of the party as cooks.

Sing A Song of Somerset

How the Veterans Celebrated at Edgewood Park on August 16

*Sing a song of Somerset where the trains run to and fro,
Four and twenty Veterans all seated in a row.
When the program opened and the bands began to play,
These four and twenty Veterans did make a grand display*

FROM far and near they came, these Veterans of the Rail, and the gates of Edgewood Park opened wide to receive them. Practically every large town on the Baltimore and Ohio was represented among the thousands who assembled here on August 16. Grandfathers and grandmothers; railroad babies—future Veterans—holding tightly to their bottles of milk; mothers and fathers, carrying substantial baskets of lunch; young railroaders with their sweethearts, and those who had none; gay old widowers and sweet young things; firemen and brakemen, conductors and engineers, clerks and trackmen, machinists and superintendents—no walk in railroad life went unrepresented. Coach after coach yielded up its overflowing load, and the on-looker might have wondered if anybody in the whole world had been left at home.

Pulling a train from Pittsburgh came a monstrous engine, decorated in flags and bunting and a large photograph of President Willard; from Connellsville came another, similarly decked in honor of Vice President Galloway, while Senior Vice President Shriver's picture smiled from the front of an engine on the Cumberland train.

As if to interrupt the steady march of the Railroaders from the gates of the park to the auditorium, a dark cloud overspread the sun and extended to the faces of a few doubtful countenances. "Oh!" exclaimed a little maid who was dressed in her best organdy frock, "Do you think that it's going to rain?"

"No," answered an old timer who knew, "John Layton says it's not going to rain today, and you can bet your last box of powder that what John Layton predicts about the weather is all right." And sure enough, when the little lady peeped up at the airplane that went whizzing over her head, she saw a big patch of blue sky, quite large enough to make a pair of overalls for the biggest engineer at the picnic.

Entering the auditorium the first thing that met the eye of the visitor was a group of little boys in white, with band instruments in their hands. Surely these little fellows did not belong to a band! Oh, but they did, for these were the members of the Meyersdale Boys' Band, whose leader is Professor U. D. Miller. The band was organized shortly before Christmas of last year, by Mr. W. P. Dively. Professor Miller says that these boys were fine little fellows to train. Their ages range from 11 to 16 years.

Soon the Veterans' officers and the officers of the Railroad began to assemble on the platform. The band began to play and the

program was under way. The "Star Spangled Banner" brought the audience to its feet, and everybody felt the thrill of expectation that hushes the spectators at a theatrical performance when the lights go out and the curtain rises. Then, as if to add to the handsomeness of the "Baltimore and Ohio boys" who were seated on the platform, Grand President Sturmer announced that the Ladies' Auxiliary of Connellsville wished to present to each one a rose. Proudly these were fastened into each coat lapel, and each man looked as though he had grown fully a foot taller when Brother Sturmer remarked, "Now we are all roses."

The address of welcome was given by Reverend White. Mr. White spoke of the substantial and respected citizenship of Somerset that is represented by the Baltimore and Ohio men of that town. He told of the improvements that had been made in the park itself, mentioning particularly the fact that the drinking fountains had been made sanitary.

"The Veterans," said Mr. White, "need no welcome to Edgewood Park, for we all remember the picnic of last year * * * * * yet, on behalf of the community, the Chamber of Commerce, and of the trustees of the grove, I bid you hearty welcome. I trust that you will have the finest time, the best day imaginable, and I extend to you a welcome back for next year."

Mr. Sturmer thanked him for his welcome, adding that Somerset has become a word to conjure with in the Veterans' household. He then introduced Rev. J. L. Proudfit, who offered a prayer.

President Willard to the Veterans

On account of an important engagement in New York, President Willard was unable to repeat this year the pleasant visit he had with the Veterans at Somerset on July 29, 1920. However, he and some of our other officers were running west on August 17, the day following this year's outing. When they arrived at Wheeling Junction, Vice-President Galloway asked Mr. Willard to go out on the observation end of the business car in which they were riding. He did so, and there, at the place at which they had stopped, was the beautifully decorated engine with Mr. Willard's framed picture on the pilot—the engine which had taken the Pittsburgh Veterans and their friends to Somerset. And in front of and around it were 50 Baltimore and Ohio Veterans, who, on the appearance of the President, raised their right hands to their hat brims in a salute of respect and esteem. Immediately after receiving this gracious tribute, Mr. Willard wrote the following letter, which is reproduced here so that all of our Veterans may see it:

On Line— August 17, 1921.

My dear Mr. Peck:

I am writing this letter to you because I do not know to whom I ought to address it, and I hope you will see that it finds its way to the proper person or persons.

I was very much impressed by the beauty of the decorations on the engine which hauled the Baltimore and Ohio employees' special train yesterday from Pittsburgh to Somerset. I feel especially pleased and complimented because of the manner in which my photograph was used on the front of the engine. The way in which the engine was prepared for the trip indicates not only an interest and pride in their work, but a feeling of loyalty and friendship toward the Baltimore and Ohio Company and its officers, which is most gratifying.

I have always believed that the best results would be obtained when officers and men work together with mutual understanding and confidence in each other, and I have constantly tried since I have been President of the Company, to promote such a relationship. I am confident that such a condition will not only bring greater happiness and contentment to all who are in any way connected with the Baltimore and Ohio service, but will also very greatly promote the interests of the Company itself.

I would like particularly to have the men who took part in preparing and decorating the engine, know of my appreciation of what they did.

Very truly yours,

(Signed) D. WILLARD,

President.

Mr. E. A. Peck,
General Superintendent,
Pittsburgh, Pa.



One of the excursion trains with its outpouring of picnickers

Our vice president in charge of Operation and Maintenance, was next introduced as "a messenger boy of 38 years of service; a man who is still carrying messages, and who today brings to you one of his messages of inspiration and joy—Mr. Galloway, a Baltimore and Ohio Veteran."

Address of Vice-President Galloway

"Brother Veterans, Ladies and Gentlemen," began Mr. Galloway, "I saw a sign, posted near the entrance to this pavilion, which reads, 'Don't Talk.' And it is a good sign for this occasion—you came here to enjoy yourselves. I am glad to be with you today, and hope that you will all have a good time. I shall not detain you long, for I want to give you a chance to meet your friends."

"I am proud to be a Veteran; indeed, I am almost a 'double Veteran,' for on August 23, I shall have been in the service of the Baltimore and Ohio for 38 years. I hope to be here long enough to become a 'triple Veteran.' I love the Railroad work, and as I have told you before, when I leave the Railroad I'm fired."

"Many changes have taken place during the past year. A year ago, I should say, we were in 'high gear.' But at this time there are many men who are unemployed. It has been necessary to curtail the amount of work; this is but a natural result of the readjustment period through which the country is now passing—but—we shall never get through this period of readjustment unless we realize what it means and keep our feet on the ground."

"In the adjustments between the Government and the railroads we hope soon to get enough money to enable us to pay our bills and reopen some of our shops. This means the employment of more men. We expect the Government to settle with us and when this is done, we will take on eight to ten thousand additional men for repairs to locomotives and cars. The Railroad has not the money in hand to do this and this Government settlement is necessary to bring about this stimulation of repair activities. However, I am optimistic about the whole situation, for I believe that we have weathered the worst of the storm, and that we are making a substantial and steady gain. I have every reason to feel encouraged that the situation will improve."

"The Veterans have been a great help. I only wish it were possible to show to the world a photograph of the Baltimore and Ohio family as it is gathered here today. It would be impossible for anyone to be here with you and not to appreciate what you have done. As an officer and as a Veteran, I am proud of the Baltimore and Ohio family. I hope that there will be many more picnics and that I shall receive many more invitations to be with you."

Praise for Business-Getting Veterans

"I want particularly to compliment the Veterans of the Pennsylvania District. I have here statistics which show that nearly 50 per cent. of the business solicited and obtained by the Veterans, was gotten by men on the Pittsburgh and Connellsville Divisions. I wish to compliment especially our Veterans—Harrigan, Wardley, Colligan and Deems. This work of these men has brought to the Railroad over one hundred thousand dollars in revenue. But we are just as hard up for business now as we were when the campaign started; I am afraid that you have drifted back into 'low speed.' See if you can't get in 'high gear' and secure another 1600 loads."

"We are constantly receiving compliments on our service, particularly concerning our passenger service. Recently I had a letter from Mr. Burgess, Assistant Grand Chief of the Brotherhood of Locomotive Engineers, in which he spoke of a

fine, smooth ride that he had taken on the Baltimore and Ohio, adding that he was delighted with our service. I told him that the ride he got was only typical of a ride on the Baltimore and Ohio; that he could get that kind of a ride on our Railroad at any time. Personally, I have ridden on many railroads, and also on railroads in countries other than in the United States, and I can justly say that the ability of our men to handle passenger trains smoothly, is equalled by a few and excelled by none."

"The courtesy of our employees toward the public has won lots of friends and much business for the Baltimore and Ohio. Courtesy is a valuable asset, and we appreciate it."

"I regret that Mr. Willard could not be with you today; had it been possible he would have been here."

"We are proud of our Baltimore and Ohio family and I hope you will enjoy yourselves. I hope to meet many of you while I am here today."

After much hearty applause, E. W. Scheer, general manager, Eastern Lines, was introduced. He said:

"Mr. President, Ladies and Gentlemen, and fellow members: It gives me great pleasure to be with you today at Somerset. A year ago when you held your picnic, my jurisdiction extended only to Cumberland; today it extends a little farther and I am glad to be here and to see so many Railroaders; I never realized that it was possible to get so many people together."

"Your vice-president has told you something of the costs of operation and of the great number of bad order cars and engines that we have. And I believe that you will all be interested in some figures about our operating expenses for 1920. But I won't speak of them in terms of the millions into which they actually run, for when I speak of millions I am like the little boy who came home from Sunday school and asked, 'Dad, how much is a million dollars?' His father looked at him



An attractive view of Edgewood Park and the crowd of Veterans and their friends



The Connellsville Division team trimmed the Cumberlanders, 4 to 0, in a fast and exciting game

a minute, then said, "That's a h— of a lot of money." The next time he came home from Sunday school, he went to his father again. "Dad," said he, "your answer was all wrong; I told the teacher that you said a million dollars was a h— o' a lot of money, and she sent me home."

"For every dollar earned on the railroads there was expended \$.599 for labor, \$.11 for fuel, \$.173 for loss and damage, \$.03 for depreciation and repairs, \$.02 for taxes, \$.045 for hire of equipment, \$.013 for rental on joint facilities, return on investments, \$.01. As a result of the insignificance of this latter figure, the Baltimore and Ohio has no money to get ready for the heavy business which we hope will come this autumn.

"Largely through the leadership and work of our Veterans' Association our employes have secured about 1,600 carloads of freight for the Railroad. This has opened up the way and other railroads are following in our footsteps. Now I am going to ask you to help me in something else. Yesterday we started in on a campaign for the prevention of accidents. One dollar's worth of new business puts 20 cents into the treasury. But one dollar's worth of accidents prevented leaves a whole dollar in the treasury for other purposes; in other words, a thousand dollar's worth of accidents prevented is equal to five thousand dollars worth of new business.

"The campaign to reduce accidents has been started on the Eastern Lines. Each general superintendent is pitted against the other general superintendents; each superintendent against the others; division against division, and yard against yard. Along with this, another effective feature is a "Think and Act Drive," which will include each and every employe who has anything to do with the handling of freight. This drive will be started during this week and will be handled on practically the same basis as the No-Accident Campaign. I ask your hearty co-operation in both campaigns. I have

never appealed to you without receiving your support, and I ask it now.

"I wish you a pleasant day and I am looking forward to another reunion next year."

At the conclusion of Mr. Scheer's address, the Veterans, without any urging, went straightway to the dinner tables. Someone remarked that the speeches must have had a particularly appetizing effect; we cannot vouch for that, but we do know that wherever a dinner was in progress, no Veteran has ever been known to lag behind.

Such a time as they had! Fried chicken, baked chicken, chicken salad, and just plain chicken; jellies and pickles, rolls and biscuits, hot tea and iced tea, coffee and lemonade, fruit punch and ice cream, cakes and pies, and all of the things that go into a hungry railroad man's lunch pail—and then some!

"Don't pass me the cake yet," commanded J. M. Garvey, grand vice-president of the Veterans, "I haven't finished, I'm just getting started."

"I never saw a man eat as much as you do," began John H. Doyle, of Newark.

"Keep quiet, John Doyle, or I'll never name another Ladies' Auxiliary after you," growled Mr. Garvey, while Mrs. Garvey gave her husband a sidewise glance, as much as to say, "Eat as much as you please, J. M.,

but don't ask me to run for the doctor tonight."

"Who is that fat man going along over there?" asked one of the ladies.

"That man," answered another, "is one of the members of Cumberland Shop Band. They're going to give a concert presently, and he will b'ow a big horn. That's what has made him so fat."

After dinner the real fun began. There were so many things going on that one hardly knew whether to go to the baseball game between Connellsville and Cumberland, to listen to the splendid music rendered by the Cumberland Shop Band, or to witness the games, races, and other contests.

The Cumberland Shop Band, under the management of our old friend, "Ed" Warner, gave a fine concert, consisting of about 12 numbers, which were heartily enjoyed. This band deserves special credit for its splendid work, under the able leadership of Frank De Luca. Cumberland is and ought to be proud of these men. At the close of the concert, Mr. Sturmer introduced Miss Jennie Smith, railroad evangelist, who gave an interesting talk in which she made some comparisons of the old and new methods of railroading. "No other boys on any other railroad can excel our boys in courtesy and kindness," said Miss Jennie; "I am as big a tramp as ever, and my boys always take care of me."

Out on the baseball field, the rooters were tearing their very lungs out in honor of their respective teams. Connellsville, however, managed to put it over on Cumberland to the tune of 4 to 0. It was a great old game, and the thousands who watched it felt as though this alone was worth a trip to Somerset to see.

W. F. Underwood, general secretary of the Baltimore and Ohio Y. M. C. A., Connellsville, was in charge of the sports program of the day. Beginning at 1 o'clock on the ball field, and later back of the field, there were contests going on almost continuously from 1 o'clock until train time. There were prizes galore. In addition to the large number contributed by the merchants of Connellsville, 38 were brought
(Continued on page 37)



Left to right—W. S. Carter, agent at Somerset; S. C. Wolfersberger, assistant superintendent; T. J. Brady, superintendent; H. R. Gibson, division engineer; Chester R. Burns, road foreman of engines; all of the Connellsville Division



First Annual Outing of Cincinnati Terminal Employees Attended by 3500

AN epoch in the social activities of the Cincinnati Terminals took place recently, when about 3500 employees, their families and their friends gathered at Cincinnati's famous recreation center, Chester Park, at their first annual outing, General Manager Begien having granted a half holiday in order that all the employees might attend.

Arrangements for the outing were made by a committee consisting of Joseph Beel, chairman; J. J. O'Donnell, W. C. Fisher and W. J. Maloney. Much credit for the success of the picnic was due to the untiring efforts of the chairman and committee in arranging in detail the program for the day: first a popularity contest, and second an elaborate athletic program.

In order to have representation from each department it was arranged to hold a "primary election" prior to the outing, and the employees selected by ballots the candidates, a man and woman from each department. The result of the primary election was that C. E. Pierret and Miss Kathryn Weber were selected to represent the Transportation Department; C. Terhune and Miss Florence Young, Traffic Department; J. M. Burke and Miss Mary Ryan, Mechanical Department, and Thomas Eddings and Miss Helene Herron, Maintenance of Way Department. Through the management of Chester Park it was arranged to have tickets presented for each candidate individually, which would serve as an admission tender on the day of the outing, candidates receiving the largest number of votes to be awarded appropriate prizes. Much enthusiasm was shown in the election, which resulted in the selection of J. M. Burke, general car foreman, as the most popular male employee. His prize was a handsome watch. The popular lady was likewise made the recipient of a beautiful present in the form of a diamond ring, which was won by the truly popular secretary to the superintendent of Terminals, Miss Kathryn Weber. The final result of the ballots cast was as follows:

J. M. Burke.....	620
Miss Kathryn Weber.....	515

Thos. Eddins.....	403
Miss Helene Herron.....	334
Miss Mary Ryan.....	299
Miss Florence Young.....	162
C. E. Pierret.....	140
T. L. Terhune.....	93

The second important feature of the day was the athletic program, which developed the fact that there are many athletes in the Cincinnati Terminals. Added to the events were competitive feats to add humor to the occasion, such as the egg rolling contest which was won by Miss E. Krieger; the peanut rolling contest, won by Miss Gertrude Wehage, Miss Florence Darling receiving the booby prize. The honors in the athletic contests were carried off by B. H. Prinn, signal supervisor, who won the men's running race; hop, skip and jump (running start); and hop, skip and jump (standing start). Miss Clara Schulte, stenographer, superintendent's office, excelled in the ladies' running race, beating Miss Florence Darling to the wire by a few inches.

Running races and sack races were arranged for the boys, 15 years of age and under, and much enjoyment was gotten out of these races by the young hopefuls.

In the Baby Beauty Contest, prizes were awarded, first to Thomas Horton, and second to Helen Horton, who, strange to say, are not related.

Much interest was taken in the ladies' marksmanship contest, Mrs. Thomas Eddings defeating all other contestants. In the gentlemen's marksmanship contest B. H. Prinn beat all comers. The prize waltz honors were rightly bestowed on George Venneman and Miss Mary Ryan, who had to show true form to defeat James Daley and Miss Lucille Baumgartner.

A special program was arranged for the Baltimore and Ohio Veterans. James Hughes, president of the Cincinnati branch, carried off most of the honors, winning prizes awarded for oldest Baltimore and Ohio employee, oldest railroad man still in service, and employee having the longest record of continuous service.

W. L. Allison, 37 years of age, having 21 years' service with the Company, was

awarded the prize for the youngest veteran.

Invitations were extended to the superintendents of the Ohio, Indiana and Toledo Divisions. Many of the officials and employees took advantage of the invitation and added to the success of the outing. Particular mention must be made of R. W. Brown, superintendent at Chillicothe, who won the fat men's race, and the hop, skip and jump. In addition to Mr. Brown we were honored with the presence of G. R. Galloway, O. E. West, "Jack" Maher and W. L. Allison.

Felicitations were received from Vice President Galloway and W. W. Wood, chief of Welfare Department, who expressed their regrets that they could not join the employees on this day.

Observations from the Gyroplane

Mr. and Mrs. J. H. Meyers and daughters, Helen and Margaret, arrived too late to have Margaret compete in the Baby Contest. However, the employees of the Terminals can vouch for the fact that Margaret would certainly have made the winners of the Baby Contest speed up to gain their laurels.

C. E. Fish, Terminal agent, and wife, together with friends, enjoyed the open air vaudeville.

L. A. Cordie, freight agent, was there. It was observed that the piazza in front of the Club House was adorned with his presence. We presume it was Larry's intention to give the young ladies a treat; if so, he succeeded well.

Assistant Agent G. R. Littell won the booby prize in the balloon blowing contest. After trying his hand twelve successive times he gave it up as a lost art.

G. R. Galloway, district master mechanic, and O. E. West, district supervisor of Terminals, were entries in the Rifle Marksmanship contest, Mr. Galloway defeating Mr. West by one point, hitting the extreme corner of the target. Mr. West did not hit the target at all.

Wonders of the Silvery Subway were enjoyed by F. T. Sturtevant, district freight agent.

F. L. Hall, roundhouse foreman, and O. P. Cox, conductor at Stock Yards, took prominent parts in the prize waltz. However, the judges decided they were not prominent enough, consequently they were not awarded prizes.

W. P. Abbott, terminal engineer, George Maloney and W. J. Maloney, tried their arms at making the pig slide. After throwing one hundred balls, one of the little porkers slid down the slide. Maloney claimed he hit the mark, but "Doc" Abbott is sure that the concessionaire manipulated the wire to make the trio really believe they did hit the mark.

R. B. Fitzpatrick, Toledo Division trainmaster, breezed into the park and was the object of a questionnaire presented by a little lady on the grounds. Wonder if "Fitz" answered all inquiries?

Charles Layman spent most of his time at the miniature railroad and went into conference with Toney Damico. The result was that they are going to suggest to the Park Company a number of improvements in the cross-over switches.

Frank J. Nock, major-domo of the day, could not be found, and "Bob" Jennings, generalissimo, was appointed chief of a posse to search for him. He was found at a late hour in the dippy house shaking hands with the wooden lady.

P. C. Stanhope and Fred Stuck arrived early. Fred was carrying something in his arm that resembled an icy-hot kit, but "Pen" explained that it was Fred's athletic raiment and so embarrassed him that he refused to put on his running togs and consequently did not compete in the races.

Walter Darling, road foreman of engines, and family were there—all of them!

P. Marsand, oh, yes, we know him—he is the big fellow that helped Henry Oldenburg win the tug of war. Horrors! We know some one who thought he had the prize tucked away.

The tall slender fellow we see in the distance on the boardwalk around the lake, is George Perry. We cannot say just what he is doing, but we can also see some bathers. Enough!

Trained alligators and seals seemed to attract Frank Rowe and Jimmy Garner, who spent most of their time at this concession.

Anyone that missed Eddie McGinnis' special attraction did not get full enjoyment out of the outing. We saw her. Some girl!

Willie Richter has every indication of a man enjoying an outing, but what we cannot understand is why he walked so slowly around the lake.

Any more? Misses Goetz, Herron, Schulte, Darling, Weber, Bates—yes, some

more—all riding at one time on the Blue Streak. But oh, you Thriller!

George and Harvey Tripp made a careful inspection of the Silvery Subway and as a result of their finding Miss Helene Herron and Gertrude Wehage, refused to ride through the canal unaccompanied. However, the necessary was applied and "all is well that ends well."

"Jim" Kinney gave a demonstration of a French general bestowing the Croix de Guerre, when he congratulated "Jim" Burke on winning the popularity contest.

For some weeks before the outing William Bybee congratulated himself to the extent of telling everyone he met how easily he would win the marksmanship contest, but Bert Prinn trimmed his feathers in such easy fashion that we do not believe that "Bill" now enjoys the odor of gun powder.

Jim Flanagan dropped in the back gate, took a survey of the park and decided that the lights were too bright for a country boy and set sail for Hoovers.

"Tom" Gibbons, Mrs. Gibbons and the little Gibbons enlarged the crowd. Although Tom's candidate was defeated, he appeared to be in good spirits.

What worried "Patty" Donnelly was that not enough of his candidate's votes were falling, but Pat's in good humor.

T. J. Murphy and family were present, representing the Transportation office.

Horace Mueller, the crimson domed Lochinvar from Elmwood Billing Office, became interested in the fish pond and forgot to participate in the prize waltz.

Had the Committee arranged for a prize for the youngest old man on the grounds, "Bill" Fisher would surely have run the gauntlet.

No introduction was necessary—everyone knew the Chairman, who had such a busy day he almost forgot the mess call.

"Merry-go-round" for children, but Joe O'Donnell glued himself to the tall wooden horse and we think had not "Joe" Beel sent out an S. O. S. he would still be riding.

Miss Weber also found untold excitement on the merry-go-round and, as a subterfuge for herself, took Virginia Crandall, the beautiful daughter of C. Crandall, to accompany her. We know that even though Miss Weber's heart does go out to children, her idea of pleasure is centered on a wooden horse.

Charles Pierret, though a defeated candidate at the ballot, was most popular on the grounds.

The defeat of C. L. Terhune as popular candidate was no doubt chargeable to his publicity manager, H. N. Bauer, who was conspicuous by his absence from the grounds. However, we believe if four more of the Traffic Department had been present they would have had enough there to hold a jury box.

On Monday night prior to the outing, Miss Florence Young took a hazardous ride in the thriller and had it not been for the chivalry of "Bill" Fisher and the forethought of Miss Weber, Miss Young would no doubt have met her doom. To thwart any occurrence of this kind on the night of the outing, we noticed Miss Young accompanied by Mr. (?).

Brakeman G. E. Glover

BALTIMORE, Md., May 2, 1921.

MR. C. B. GORSUCH, Superintendent,
Wheeling, W. Va.

Dear Sir—While riding on train No. 43, Wheeling Division, on April 26, I noticed one of the best examples of co-operation and courtesy that has come under my observation for many a day. I was in the smoking car where there was an old man, scarcely able to walk and nearly blind, sitting ahead of me, who was to get off at Hundred Station, W. Va. Before the train reached there, the brakeman, G. E. Glover, came up to the old man and in a kindly manner told him the next station was Hundred, and to take his time in getting off, and that he would carry his large grip and help him off. When the train stopped the brakeman picked up the grip, carried it off the train and assisted this old man off the train as gently as possible. It is so refreshing to see such kindly treatment between men that I thought it no more than right and just to tell you of the actions of Brakeman Glover.

With best wishes, I remain,

Very truly yours,
(Signed) C. W. EGAN,
General Claim Agent.



FROM COAST TO COAST

The growth of the automobile industry is strikingly shown by the recent shipment of a full carload of piston rings all the way across the country, from Baltimore to the Pacific Coast. This car, which contains more than a half million piston rings of nearly five hundred different sizes, was loaded at the factory of the American Hammered Piston Ring Company in Baltimore, and the shipment handled by the Baltimore and Ohio Railroad. This is the first full carload of piston rings ever shipped across the continent, and the manufacturer used the picture of the car extensively in advertising, 10,000 post cards showing the car having been distributed

First Annual Outing, Baltimore and Ohio Welfare Association of Cleveland, Ohio, Chippewa Lake, Ohio, August 6, 1921

By C. H. Groninger, Secretary

ON SATURDAY afternoon, August 6, a bustling, good natured crowd of 300 Baltimore and Ohio employees gathered in the Passenger Station at Cleveland, burdened with baskets laden with all kinds of good things to eat.

At 1.00 p. m. the special train, consisting of seven passenger and one baggage coach, pulled out of the station, amid the shouts, hurrahs and goodbyes exchanged by those who were leaving and the unfortunate ones who were forced to stay and look to the operation of the Railroad.

The First Annual Outing of The Welfare Association of Cleveland had begun.

At Clark Avenue Yard Office, the special picked up 50 additional picknickers, and again stopped at South Brooklyn to augment the happy crowd.

The first event of importance was the distribution of "checkers," first to the kiddies, and then, as the supply was more than adequate for them—to the young ladies, all of whom generously divided with the men.

Good natured bantering, singing and exchange of visits between coaches were indulged in and the trip ended at Chippewa Lake at 3.00 o'clock.

The train was met at the station by 50 fellow employees who had preceded us in their automobiles (we'll be magnanimous and include the Fords). We had arrived. On with the fun!

After the lunch baskets had been put in safe keeping, the crowd gathered to view the program of athletic events, which was in charge of "Tom" O'Hara, our esteemed foreman, Columbus Road Freight Station, with J. C. Kimes and G. R. Littell, as judges, and Captain Rowe as official starter.

The younger blood competed in the first event, a 100-yard race for men, and out of a field of 25, Charles Metro proved the speediest, winning \$2.00, with L. K. Hobson as second, winning \$1.00.

Let us draw the curtain long enough for the ladies (some of them) to remove their shoes and we will allow you to view a scene unrivalled for beauty and color—15 beauties lined up for the 50-yard dash.

Out of the riot of color, red began to creep forward, with light blonde a close second. Miss Tessie Pembroke, carrying the red, proved to be the fleetest of foot and won the first prize of \$2.00, while Miss Betty Horkey, the blonde, received the second prize of \$1.00.

It was then up to the committee to convince 10 or 12 men that they were really fat and entitled to enter the fat men's race, which you will agree is a mighty delicate proposition to handle. John Pluck, chief clerk to the superintendent, despite the fact that he was the fattest man to enter, won

handily, with our friend "Bill" Carpel a close second. First prize, \$2.00; second prize, \$1.00.

Convincing men that they are fat may be a delicate matter to handle, but anyone who succeeds in inducing 18 or 20 women to admit the fact before a crowd of people, is in our minds a genius in the art of gentle persuasion. Brother George H. Smith pulled this little stunt and the 50-yard race for fat ladies was on. Miss Helen Dunlap crossed the tape first, closely followed by Miss Franz. First prize, \$2.00; second prize, \$1.00.

The tumbles of the contestants in the sack race for men afforded quite a bit of amusement, and Charles Metro, winner of the 100-yard race, hopped across the tape first, winning \$2.00, with Mr. Stobbe second, winning \$1.00.

The ladies' 25-yard egg race was delayed while the ladies looked for teaspoons with which to carry the eggs, and to give "Tom" O'Hara time to dethrone an enterprising hen who saw a chance for a family in the dozen of eggs lying in the grass.

The race was finally run, Miss Franz arriving at the tape first, with her egg intact (it wasn't hard boiled, either), and Miss McLaughlin second. First prize, 1.00; second prize, \$.50.

The first prize of \$2.00 in the three-legged race for men was won by Messrs. Stobbe and Riley, with Messrs. Krogg and Carpel dividing the second prize of \$1.00.

The tug-of-war was won by the Shopmen's team, composed of Messrs. Riley,

Keeley, Hobson, Stobbe, Postance, Steiner, O'Callahan, Homen and Fish. The victory netted each man and the coach \$1.00.

The ladies' tug-of-war was won by the team composed of the following: Miss Bennett, coach, Misses Smith, Gasser, O'Malley, Karr, Lowen, Stauffer, McLaughlin, G. Stauffer and Franz. Each lady got \$1.00 for her effort.

The 50-yard race for boys under 16 was won by George Littell, son of our terminal agent. Prize, \$1.00.

The next race, open to girls under 16 years of age, was won by Miss Ella May Anderson, prize, \$1.00. The committee had a rather difficult time preventing some of the girls (?) who have been 16 years old for about 5 or 6 or 8 years, from entering this event, but thanks to the diplomacy and tact of this same committee, no feelings were hurt and the eligibility list was not tampered with.

Mr. Hobson won first prize and Mr. Riley second, out of a field of 18 in the men's ball throwing contest. First prize, \$1.00; second prize, \$.50.

Thirteen must be Miss Esther Elsner's lucky number, for it was out of a field of contestants of this number that she won the ball throwing contest for women, adding one dollar's worth of things to her "hope-chest." Miss F. Bennett won the second prize of \$.50.

Two indoor baseball teams, one from the shops and the other from the Passenger-Freight Station, hereinafter known and designated as the office team, then played a hotly contested five-inning game.

The score was 0 to 0 in the first part of the fifth, when "Tom" O'Hara came to bat. He singled, stole second, took third on an infield out by Agent Littell. "Tom," on his toes as usual, scored on a short passed ball by the catcher, making an excellent

"Inasmuch as Ye Have Done It unto One of the Least of These—"

By G. Fred Miller

Magazine Correspondent

In June of this year, we received through J. S. Murray, assistant to the president, a circular regarding the Family Welfare Association, listing ten cases of families in need of help because of unfortunate home conditions. The circular was bulletined, as usual, and immediate voluntary contributions by the office force amounted to \$61.00.

An entirely voluntary movement was then started by the clerks to adopt one of the families, that is, to contribute sufficient funds each month to take care of their wants. The plan was suggested to Mr. Grice, our assistant auditor, who in turn informed Mr. Murray. Mr. Murray pronounced the plan a splendid one, and advised that it was sincerely appreciated by all concerned.

The plan calls for a monthly contribution of twelve cents per capita on the part of the clerks interested, and takes care of family No. 10, as shown on the Family Welfare Association Circular, as follows:

"Family No. 10. A widow with seven children aged 14, 12, 9, 7, 4, 2 years, and 2 weeks, takes in laundry by which she earns \$2.00 a week. The oldest child, a boy, earns \$7.25 a week. The family must have an additional \$5.00 per week."

fadeaway slide into home base, which proved to be the only and winning run of the game. Three cheers for "Tom!" And he was playing right-field for the office team.

Charles Metro, on the mound for the office team, pitched excellent ball, allowing but two or three scattered hits.

The 1 to 0 victory for the office team netted each player on that team \$1.00.

A drizzling rain fell all during the game, and immediately after it the storm broke, rain falling in torrents, turning the picnic grounds into a small lake, the crowd scattering for shelter. It rained steadily for about an hour, then cleared up quickly, and the ardor of the picknickers was not destroyed. After the supper had been eaten, dancing and boating were enjoyed until 9.00 o'clock, at which time the special train left for Cleveland.

But the fun was not over.

On the way home, the spirit of the crowd soared, little groups gathering in the coaches where song after song wassung. The Welfare Association made pleasant the end of a very enjoyable day by distributing, on the homeward journey, roasted peanuts in generous quantities, and a little later, presenting each person a box of delicious chocolates.

Have You Heard of the Freight Claim Department's School of Instruction?

There May Be a Suggestion in This for Other Departments

By Margaret Talbott Stevens

Associate Editor

ON THE occasion of my first visit to a session of Congress, when I was about 12 years old, I came home sadly disappointed because of the behavior of the congressmen. Why, they sat there laughing, talking, gathering about in groups to discuss something, and came to order only when it was time to vote. And the poor speaker, so it seemed to me, was doing his very best to endeavor to gain the attention of these listless men. Indeed it was disrespectful, to say the least. And these were the men who made the laws for our great country! Indeed when I grew up I was going to do something about it. I would be a suffragette, and by all that was good and gracious, I'd show them something. The very idea!

It was with great dignity and determination that I carried my troubles to my teacher on the next morning. And that good gentleman, promptly and without respect to my feelings, proceeded to relieve my poor little brain of its illusion, laughing at my plans and wholly upsetting what had seemed to me a great inspiration. He told me about the wonders of the *Congressional Record*, the paper published each day, which gives the details of the bills passed. Then he said that, although the congressmen did not appear to be giving their attention, they all knew just what was going on, and many of them had almost memorized the bills.

The special arrived in Cleveland about 11.15 and after joyous goodbyes had been shouted, the merry crowd slowly drifted to their homes, tired but possessing that satisfied feeling that only comes after a full and pleasurable day.

Too much cannot be said in appreciation of the efforts and success of the Picnic Committee, composed of: George H. Smith, chairman; "Tom" O'Hara, T. F. Koons, E. M. Tuttle, F. Seitz, W. McCormack, John Hack, Miss M. Lorenz and Miss G. Totten.

To the chairman, Mr. Smith, goes the biggest share of the credit, for it was his untiring efforts and labors which made possible the great success of the outing.

We want to take this opportunity also of expressing appreciation, on behalf of every employe of the Cleveland Terminals, to our officials who enabled us to secure the special train—Messrs. Kimes, Green and Hoffman. The picnic committee and the whole bunch thank the voluntary train and engine crew for their services. They were: Engineer Carr, Fireman Wood, Conductor Hert, Brakemen Bumgartner and Carpenter.

It was a great day and we all look forward to our Second Annual Outing next year.

where there would be only a few people present and interested, because they knew that they could get the information in tomorrow's record. But such was not the case. These pupils are anxious to get the information first hand, and if there is a more attentive group of listeners on the Railroad than the members of the Freight Claim Department, we'd like to know where to find them. There is every indication that they derive much benefit from these weekly lectures, which they must find interesting, or you would never see men and women willing to spend an hour of their own time at that period of the day when mind and body are most fatigued. Moreover, in order to get this information, they delay their own dinner hour, for the school begins at 5.00 p. m. and usually lasts for an hour. The men and women who will stand up, as many must do, for that length of time on a warm afternoon to listen to a lecture are the kind of people that we can depend upon to be thoroughly interested in their work.

On this occasion, there were about 75 present. There were young men so interested—but let me illustrate with the case of one of them—one young claim investigator, who escorted a certain lady home from the meeting on that evening, and who entertained her all the way by explaining the various methods used by investigators to cut down claims. And the journey was 25 city blocks! And they *walked* all the way!

There were men in their prime who were already graduates from the school of experience, and there were a few of the younger boys of 50 years or more, who appeared to be more keenly interested than ever in learning new phases of their work.

(Continued on page 37)

Coal Consumption, Passenger Trains, Cost about \$4,000,000 for 1920

Engineer Wayman and Fireman Williamson saved more than 50% of average consumption on their run. Think what this would mean if equalled by every engine crew!

By W. L. Robinson

Superintendent Fuel and Locomotive Operations

On April 12 Engineer Wayman and Fireman Williamson, Wheeling Division, engine 5007, train 56 with five cars, made the run from Wheeling to Grafton without taking water enroute. No coal was taken at Grafton and the return trip was made on train 51 with eight cars, Grafton to Fairmont, and seven cars, Fairmont to Wheeling, on a total consumption for the round trip of 14,500 pounds. This included the coal used in maintaining the fire at Benwood from time of coaling on arrival from previous trip, and the coal used in maintaining fire in terminal at Grafton during the layover.

This record indicates a performance of 11.9 pounds of coal per car mile, which is less than half the average coal consumption in passenger service for the division as a whole, as shown by the records of past performance. Good terminal performance as well as good road performance is indicated by this record and all concerned are to be congratulated on the results of their good work.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

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

Motive Power Department

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

Maintenance of Way Department

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

Employees who were honorably retired during July, 1921, and to whom pensions were granted:—

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Anderson, William H.	Trackman	Maintenance of Way	Ohio River	30
Austin, Eldridge N.	Trackman	Maintenance of Way	Connellsville	34
Brill, Loftus	Foreman	Maintenance of Way	Newark	48
Bryner, Amos	Lampman	Maintenance of Way	Connellsville	50
Davis, Rezin M.	Pattern Maker	Motive Power	Baltimore	41
Jacobs, William	Foreman	Motive Power	Cleveland	41
Kaline, William F.	Machinist	Motive Power	Baltimore	37
McMullin, Conard C.	Engineer	Conducting Transportation	Pittsburgh	30
Monroe, William C.	Stevedore	Conducting Transportation	Baltimore	28
Malqueny, Patrick	Car Inspector	Motive Power	New Castle	49
Myers, Joseph, Sr.	Tinner	Motive Power	Baltimore	38
Hunkles, John H.	Laborer	Maintenance of Way	Baltimore	41
Souder, John A.	Pattern Maker	Motive Power	Baltimore	31
Spengler, Charles W.	Agent	Conducting Transportation	Shenandoah	39
Sperry, Abram R.	Ticket Agent	Conducting Transportation	Cumberland	39
Spicer, Joseph H.	Tool Room Employee	Motive Power	Cumberland	41
Tabb, Horace	Operator	Conducting Transportation	Cumberland	53
Van Heyde, Margaret	Bill Clerk	Conducting Transportation	Chicago	38
Mercer, Richard F.	Carpenter	Motive Power	Baltimore	48

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

During the calendar year 1920, \$342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to June 30, 1921, amount to \$4,459,955.90.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Bryner, Amos	Lampman	Maintenance of Way	Connellsville	July 13, 1921	50
Clancy, Michael	Trackman	Maintenance of Way	Connellsville	July 28, 1921	30
Heekathorn, G. E.	Laborer	Stores	Baltimore	July 14, 1921	48
*Helms, Charles M.	Engineman	Conducting Transportation	Cumberland	July 1921	50
McGee, Dennis	Trackman	Maintenance of Way	Wheeling	July 1, 1921	23
O'Dea, Rodger	Helper	Motive Power	Baltimore	July 7, 1921	22
Smith, Louis	Crossing Watchman	Conducting Transportation	Illinois	July 17, 1921	28
Vanderbosch, F. W.	Tinner	Motive Power	Chicago	July 2, 1921	28
Wagner, Conrad	Machine Operator	Motive Power	Cumberland	July 1, 1921	51

* Exact date of death unknown

Pensioners' Roll of Honor

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

GOLDSMITH—"The Deserted Village"

William C. Monroe

William C. Monroe, colored, was born in Gloucester County, Virginia, on May 8, 1852. He is the son of James and Betsy Monroe, who, during the Civil War, were taken to Richmond and sold. There were three brothers and three sisters. William's master was a Baptist minister, William Wyatt. Later he was sold to a Mr. Winston, of Bedford, Virginia. Then he was taken away from him for four years.

William rode General Lee's horse on the tow path from Lynchburg to Richmond. Of his life William says:

"I was married three times. My first wife was Mary Henderson. This union gave us four boys and three girls; one boy

died, the others are working for the Baltimore and Ohio.

"My second wife was Elizabeth Barnes, and my third and present wife is Bridget Berryman.

"As a boy, I often played in General Washington's cave at Yorktown.

"When I grew up I went on the sea until 1893, when I went to work for the Baltimore and Ohio."

William served as janitor, truckman and stevedore. He was permanently injured in January, 1914.

Herbert S. Armor

After having spent more than fifty years as agent-operator, Herbert S. Armor has been granted a pension.

Mr. Armor was born in Laughlinton, Pa., on August 19, 1851. He attended the winter schools of his home town until he was 13, when he was sent to an academy, where he spent two years. After his graduation he entered his father's store at Laughlinton as clerk and assistant postmaster. A chain of circumstances arose during his 19th year, which presented him with an opportunity to enter the field of railroading as a telegrapher at Oil City, for the Allegheny Valley Railroad. After a year at West Penna Junction, he was transferred to Foxburg, Pa., then a new oil town. Here he acted as assistant to the agent. Six years later he was appointed joint ticket agent at that point, for the Allegheny Valley Railroad and the Foxburg, St. Petersburg, and Clarion Railway, with extra duties of train dispatcher for the St. P. and C. R'y, then a narrow gauge.

On May 1, 1878, he became agent at St. Petersburg, where he has been ever since. During this half-century of service, Mr. Armor has never been reprimanded. When asked for the principal reason for the unusual fidelity which he always displayed, he replied:

"The brotherhood of man is responsive to call in whatever field of endeavor you



OUR HATS OFF TO THESE PENSIONERS!

1—David F. Carver. 2—James P. Raney. 3—Benjamin F. Sigafoose. 4—Herbert S. Armor. 5—A. R. Sperry. 6—Amos Bryner. 7—George W. Way. 8—Joseph H. Spicer. 9—William C. Monroe. 10—P. J. Mulqueeny. 11—Eldridge M. Dustin. 12—L. Brill.

may enter. When I was a boy, I discovered that I was a servant in my father's store, and that his success depended upon my faithfulness to his interests; in that I have never faltered. Now the secret is yours."

Mr. Armor is reminiscent of the many events that occurred during his railroad career; he has promised a series of articles for the MAGAZINE which deal with that great army of men with whom he worked in the early seventies.

Abraham R. Sperry

Abraham R. Sperry, retired ticket agent, entered the service of the Baltimore and Ohio in May, 1882, as agent at Mountain Lake Park, Maryland. He held this position for 29 years, or until March, 1911, when at his own request, he was transferred to Harpers Ferry, where he served as cashier. In 1915 this position was abolished, and Mr. Sperry was transferred to the passenger department as clerk. He retained this position until he was made ticket agent, on March 1, 1920.

Although Mr. Sperry is hale and hearty at the age of 70, he believes that he is entitled to a rest. He and Mrs. Sperry will visit among their children. Mr. Sperry's long service on the Cumberland Division has won him many friends, all of whom wish him many years of happiness.

Benjamin F. Sigafoose

Benjamin F. Sigafoose, pensioned machinist, was born at Brunswick, Md., on August 7, 1851. He attended school, then worked on the canal until 1891, when he entered the shops at Brunswick as machinist. Here he has worked until this year, when he was pensioned.

Mr. Sigafoose has a wife and 11 children living.

Joseph H. Spicer

Joseph H. Spicer, pensioned tool room man, was born in French, West Virginia, on October 6, 1855. Here he attended public school, then worked on his father's farm until he reached the age of 26. Then he went to Piedmont, West Virginia, where he entered the service of the Baltimore and Ohio as blacksmith helper. A month later he was transferred to Keyser, as tender repairman. Here he worked for about 15 years, when he was transferred to the Cumberland roundhouse, where he worked for about 18 years more. He was made machinist helper, and soon was given charge of the tool room, where he continued to work until he was retired on July 1, 1921.

James P. Raney

James P. Raney, former section foreman, was pensioned on June 15, this year.

Mr. Raney was born near Hancock, Maryland, in 1854, the eldest child of Michael and Mary Raney. He worked on a farm until his eighteenth year, when he entered the service of the Baltimore and

Ohio as trackman at Rockville. In the autumn of 1879 he was made foreman and sent to Point of Rocks. In 1884, he was transferred to Kensington as track foreman. In 1917, he was made tie inspector between Parkersburg and Philadelphia. In 1919, he went back to his work as track foreman.

When Mr. Raney's name was placed on the pensioners' list, he received the following letters, of which he is justly proud:

THE BALTIMORE AND OHIO RAILROAD
COMPANY

Office of the Vice-President,
Operation and Maintenance

BALTIMORE, MD., July 8, 1921

JAMES P. RANEY, Esq.,
Kensington, Md.

My Dear Sir—It has come to my attention that you have been placed on the retired list of the Baltimore and Ohio Railroad Company after having served the Company for a period of forty-eight years, and I wish to express to you my personal appreciation of your long and faithful service.

While you are no longer actively identified with the railroad work, I hope you will feel that you are still a part of the Baltimore and Ohio family.

With best wishes for health and contentment, I am,

Very truly yours,
(Signed) C. W. GALLOWAY.

THE BALTIMORE AND OHIO RAILROAD
COMPANY

Operating Department,
Maryland District

BALTIMORE MD., April 25, 1921

Mr. JAMES P. RANEY,
Section Foreman,
Kensington, Md.

Dear Sir—It was a source of much pleasure for me to approve and forward to the Management today, for their favorable consideration, your application for pension.

I note that you have been with the Company for forty-eight years, which is, indeed, a splendid record and one of which to feel proud, and I desire to take this means of extending to you my sincere congratulations and to wish you much health, happiness and prosperity.

Yours truly,
(Signed) R. B. WHITE,
General Superintendent

Patrick Mulqueeny

Patrick Mulqueeny, pensioned car inspector, was born in County Claire, Ireland, on March 13, 1851. He came to America in 1871, where he entered the service as water boy at Niles, Ohio. The next year he was made watchman; in 1876, fireman; in 1881, night foreman; in 1887, brakeman. He worked both ends of the train, but because of the ill health of his wife, he had to give up this work. He was made car inspector in 1889. He worked in this capacity until 1914, when he was furloughed and placed on relief, because of his eyesight.

Amos Bryner

Amos Bryner, pensioned signal lamp tender, was born on March 5, 1855, at Ohio Pyle, Pennsylvania. He first entered the service of the Baltimore and Ohio as laborer on the gravel train, under Foreman Michael Hogan. Eight years later he was transferred to the section as trackman. In 1889 he moved to South Connellsville, where he was employed as trackman, foreman, assistant foreman, and lampman, successively. In 1916 he became disabled.

Loftus Brill

Loftus Brill, pensioned track foreman, was born at Salesville, Guernsey County, Ohio, on December 18, 1855. He attended public schools here. At the age of 18, he began work as section hand on the Newark Division. In 1890 he was promoted to foreman at Eldon, Ohio. This position he held until the time of his retirement.

Mr. Brill has been married twice, his first wife being Miss Rose Johnson, who died in 1888, leaving three children. His second wife is Miss Rhoda Johnson.

Eldridge M. Austin

Born in Monongalia County, West Virginia, on April 26, 1856, Eldridge M. Austin, came to work with the Baltimore and Ohio in 1886, as laborer, at Little Falls, West Virginia. He helped build up the roadbed of his section for 35 years. He says that he finds it hard to give up his life's work, and that his heart is still with it. Whenever he sees a fire on the track, or anything happening in which he can be of service, he gets right on the job as he did in years gone by.

David Carver

David Carver, pensioned track foreman, was born on December 22, 1854. He came to work with the Baltimore and Ohio as bridge hand, on November 15, 1873, on Bridge No. 117, Mt. Crawford, Shenandoah District. Here he served until June 12, 1883, when he was promoted to section foreman on the same section, remaining here until January 31, 1920.

George W. Way

George W. Way, pensioned trackman, was born on May 24, 1854, near Turkey City, Clarion County, Pa. In 1865 he made the acquaintance of a Miss Manda Berlin. He liked the name of Manda, but was not particularly fond of the name of Berlin. He disliked this name more and more as time went on, so, one day he decided to do away with it by changing it to Way. This he did in 1875.

After hustling along for eight years, he concluded that he would better make a little better provision for his family. This resulted in his employment with the Baltimore and Ohio (then the Pittsburgh and

Western), at Turkey City, as laborer, under Section Foreman Edward Murphy, in May, 1883.

After 12 years of faithful service as track laborer, he was promoted to the position of relief foreman. Two years later he was placed in charge of the Knox section as foreman. This position he held until June 1, this year, when he was retired.

During his many years of faithful service, Mr. Way has seen many changes in the vicinity in which he was born. Back in the "narrow gauge" days, it was a common occurrence to see the roads in that section tied up for several days because of heavy snows; those days are now but memories.

Three children were born to Mr. and Mrs. Way, two boys and a girl. One son is deceased. Mr. and Mrs. Way are the proud possessors of six grandchildren.

School of the Freight Claim Department

(Continued from page 33)

Then there were the girls, bless their hearts! We're not going to tell their ages, but we were mighty proud to see them there.

The meeting was called to order by Freight Claim Agent Glessner. He introduced the writer, who endeavored to thank those assembled for their cooperation with the MAGAZINE and to tell them of the benefits that might be derived from a school such as this one.

Mr. Glessner then gave a talk about the prevention of freight claims, setting forth extracts from the American Railway Association, Freight Claim Division, Circular No. F. C. D. 68. Of particular interest were his remarks concerning losses through robberies, rough handling, loss of entire packages, defective equipment, and delay.

F. L. Schepler then called attention to Bulletin No. 32, issued September 11, 1919, concerning the damage to shipments because of rain and because of improper handling. He urged the importance of careful checking at storage warehouses and the proper protection of shipments in the interest of the carrier as well as that of the shipper. He also called attention to a pamphlet issued by the general superintendent of transportation concerning the proper loading of automobiles.

Mr. Schepler then introduced J. D. Clarke, superintendent of transportation, who addressed the school on the subject of Transportation. He gave the definition of the word "transportation" as follows: "Transportation in its limited and departmental application generally relates to car handling, supply, restrictions, freight, passenger and express train movement, and the regulation and supervision of car use . . . Transportation in its broad sense relates to the whole scheme of hauling commodities and peoples and necessarily embraces construction, finance, law, operation—including traffic accounting and executive direction."

This being such a broad subject, Mr. Clarke was only able to touch upon some of the vital points which might be of interest in claim prevention. These included Car Use, Condition of Cars, Car Supply, Less Carload, and Claims on Carload Shipment of grain.

Sing a Song of Somerset

(Continued from page 29)

from Pittsburgh and others from Cumberland. It finally came to the point that the supervisor ordered those of the indestructible kind tossed into the air for free-for-all scrambles. And the prizes were worth contesting for, too.

Winners in the events which were listed by the record keeper were the following:

Fifty yard dash, boys 11-16—First, Walter Shoffle, Somerset; second, Chester Apora, South Connellsville.

Seventy-five yard dash, boys 16-20—First, X. C. Reese, Pittsburgh; second, John Crouse, South Connellsville.

Fifty yard dash for girls, 8-11—First, Martha Calomar, Cumberland; second, Catherine McCoy, Connellsville.

Fifty yard dash for girls, 11-16—First, Farrella Weaver, Connellsville; second, Katherine Hopper, Pittsburgh.

Fifty yard dash for girls, 5-7—First, Thurza Keile, Pittsburgh; second, A. Dale.

Fifty yard dash for women under 30 years—Mrs. J. Bittner, Connellsville.

Fifty yard dash, stout women over 30 years—First, Mrs. W. H. Gilben, Somerset; second, Mrs. W. J. Curtis, Connellsville. The winners are sisters.

Fifty yard dash for men over 60—First, T. H. Edmonds, Connellsville; second, J. W. Pile, Coleman, Pa.

Seventy-five yard dash for men over 200 pounds—First, S. J. Burns, Pittsburgh; second, H. L. Ashe, Connellsville; booby prize, A. H. Patterson, Connellsville.

Marshmallow race for women—First, Madeline Gregg, Connellsville; second, Mildred Dawson, Connellsville.

Girls' hoop race—First, E. Weiser, Connellsville; second, T. Kerlen.

Blind-folded race, girls from 10 to 15—First prize, Rita Cripelfield, Rockwood; second, J. Gaskel, Connellsville.

Three-legged race for men and boys—First, Walter McClintock; second, Raymond McClintock.

Needle-threading and button sewing contest for men—First prize, H. Ansell, Connellsville; second, E. H. Gearhart, Connellsville.

Needle threading and button sewing contest for women—First, Mrs. G. Baer, Meyersdale; second, Mrs. A. C. Glessner and Mrs. Wiltrout, both of Connellsville.

Nail driving contest for women—First, Ida Sheeser, Mrs. Mortimore, Mrs. E. W. Heavener, all of Connellsville, and Mrs. Baker, of Somerset; second, Mrs. Marie Brindlinger, Pittsburgh; Mary Scabora, McKeesport; Mrs. H. G. Lepley, Meyersdale, Mrs. R. D. Cunningham, Mrs. Jessie Graft, and Mrs. J. A. Weissel, of Connellsville.

Nail driving contest for men—First, C. Brindlinger, Pittsburgh; second, M. H. Kuhlman, Poplar Grove, and W. J. Ward.

He Told the Congregation About It

Mr. E. V. BAUGH,
Superintendent Dining Cars,
Baltimore and Ohio Railroad,
Baltimore, Md.

My Dear Sir—Dr. E. F. Lee of New York City, associate secretary, Board of Foreign Missions, Methodist Episcopal Church, a great speaker and leader in the Centenary movement, a man with a great experience in the world-war over seas, and an extensive traveler of the States, filled the pulpit at First M. E. Church, Garrett, recently.

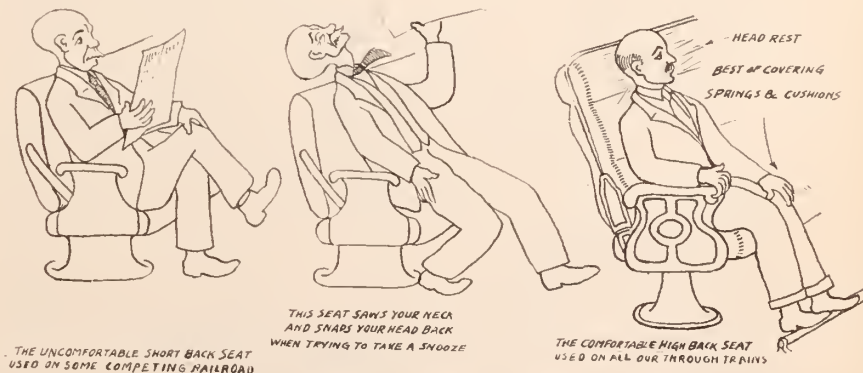
In his introductory remarks, he praised the service of the Baltimore and Ohio Railroad, and added that in all his traveling he has found the "BEST DINING CAR SERVICE" on the Baltimore and Ohio Railroad.

Being an employe of the Baltimore and Ohio Railroad, his favorable remarks pleased me greatly and Dr. Lee gave me the privilege of sending on this good word.

Respectfully,
(Signed) J. A. ENGSTROM,

Engineer, Chicago Division.

P. S.—If you so desire, this letter may be used for the Baltimore and Ohio MAGAZINE.



THE UNCOMFORTABLE SHORT BACK SEAT USED ON SOME COMPETING RAILROADS

THIS SEAT SAWS YOUR NECK AND SNARS YOUR HEAD BACK WHEN TRYING TO TAKE A SNOOZE

THE COMFORTABLE HIGH BACK SEAT USED ON ALL OUR THROUGH TRAINS

Cartoonist Pierce suggests one good reason for using Baltimore and Ohio day coaches

Women's Department

Edited by MARGARET TALBOTT STEVENS

September

*All the glory of the Autumn seems to gather 'round today,
All the colors from the woodland, all the fragrance of the hay,
All the fruits are ripe for harvest, all the skies are blue and clear,
All the purple asters blooming, when September days are here.*

*Then you hear Bob White a-calling through the early morning air,
Waking up old Neighbor Cricket from his home just over there.
Humming birds a-sipping nectar from the primrose by the hedge,
While the dragon-flies are hovering o'er the milkweed and the sedge.*

*Goldenrod is heavy laden, wild grape clusters scent the breeze,
As their fragrance from the woodlands comes a-floating through the trees.
Oh, September is a gay time when the harvest moon grows bright,
When old Autumn comes a-stealing, and the stars peep out at night.*

The Transition of Joe Higgs

or

"Cleanliness is Next to Godliness"

Cartoons by Robert L. Heiser

ACCORDING to custom, Joe Higgs closed his grocery and general merchandising store at seven o'clock, or thereabouts; that is, he locked up his dusty show-case and drew a faded green cambric cover over the equally dusty shelves, on which he kept everything from cold cream to mousetraps. Then he would proceed to ensconce himself behind an old bamboo screen on the store porch to wait, as he expressed it, "for whatever might turn up."

Of course, if some young lady of the village would come along and declare that she was awfully sorry, but indeed she had forgotten to purchase a spool of thread in the afternoon, and that she needed it for her new gown, and wouldn't Mr. Higgs please let her have a spool of number 60, white, that gentleman would straightway enter the store, push aside his green cambric curtains, and search among his cans of Best-Ever Syrup until he found the desired article. Of course, he flattered himself that the young lady had purposely postponed her trip to the store in order to have a chat with him.

Situated on a branch railroad, about twenty miles from a large terminal, the village of Kingston, of which Joe Higgs' store is the social center, was able to provide its inhabitants with all of the news of politics and fashions that was talked of in the big outside world. Here also lived a number of railroad men, who were able,

through their contact with the travelling public, to introduce many new ideas into the life of the village. To these men were due the building of the new school and the addition of many like improvements which greatly added to the general uplift of the community. In spite of such modern changes, however, there was one institution that remained. This was Joe Higgs' store. Facing the railroad station, many a stranger took himself hither to inquire the way to a certain farmhouse or cottage, and thither he went, after having obtained this information, with a prediction on his lip that the village would soon witness the passing of the store. But Joe Higgs' store never passed.

One evening, early in September, Joe had performed his customary duties incident to "shutting up shop." Then he brought out an old round-backed chair, whose cane seat was sadly in need of repair, and whose joints squeaked whenever Joe chanced to lean back in it. With his feet propped up on the porch railing, his shirt bosom partly open because of the lack of buttons, and a two-day old newspaper in his hand, Joe was ready for his hour or two of chatting with anyone who might happen to pass by.

"Hello, Joe!" called his neighbor, William Curtis, taking a seat on Joe's top step, "Are you goin' to vote for that Fess Amendment this Fall?"

"Me?" asked Joe, "Naw." He refilled

his pipe. "What's the use o'trainin' wimmen to be housekeepers? Folks is either born with a nachural instinct that tells 'em how to keep house, or they ain't. It don't take no brains to keep house. All this tommyrot about cleanin' house reg'lar is foolishness. Clean it as it needs cleanin'; that's my motto."

"Yes," remarked his neighbor, casually refilling his pipe, "it seems to be."

"Seems to be! Whaddy ye mean? Don't I keep my place clean enough to suit you an' such folks as Charlie Brown?" And Joe's face grew quite red to the roots of his light hair.

"Keep quiet; here he is now," said Curtis, "Hey, there, Charlie, come on up!" Conductor Charles Brown, noted for neatness in his personal appearance and for his recent promotion, was coming up the path from the station. Joe transferred his feet from the railing to the floor so quickly that he nearly went through the bottom of his chair.

"Did you ever see anybody as neat as Charlie?" asked the neighbor, bantering, so that Charlie might hear it.

"Don't get him nothin'," growled Joe.

"Doesn't it, though?" asked Curtis, "Well, it seems to have gotten him a promotion last week."

"Humph!" sneered Joe. Brown was on the steps.

"Well, what are you two wrangling over?" he asked, "It seems that you manage to find something new every day."

"It's all over you, 'Bonnie Prince Charlie,'" sneered Joe.

"Joe and I started in by discussing the Fess Amendment, Charlie. What do you think of it?" asked Curtis.

"I'm not as familiar with it as I ought to be," declared Brown, but from what I understand, it's a bill providing for the teaching of home-making to girls. Great business, this home-making."

"Humph!" said Joe, "Housekeepers are born, not made."

"I don't believe that I mentioned 'housekeepers,'" went on the conductor, "I said 'home-makers.'"



"I reckon she gives you your bath."

"Well, what's the difference?" argued Joe, "I don't see none."

"That's because you're not married," declared Curtis.

"I ain't arguin' with you," said Joe, gruffly.

"Curtis is right," said Brown, "but we won't argue over that. Now a housekeeper is one who keeps house just for the sake of keeping it clean and tidy and having meals ready on time; but a homemaker not only keeps the place looking nice—she allows her family to use it; she makes a real home, not just a clean place for company. A woman who is both a housekeeper and a homemaker is a jewel. Esther, that's my wife, is both. She has a knack of knowing just how to keep things moving smoothly. 'Charlie,' she said to me the other day when I was sitting on the porch, 'do you mind spraying the lawn? I sprinkled it this morning, but we'll have to keep after it during this hot weather to keep it fresh and green.'"

"I don't want to do this too often," I told her, 'or somebody'll be taking me for Mr. Guggenheim, that copper king, whose property up there in New Jersey gets sprayed three times a day, and the fence gets washed just as often.'

"Never mind about that," said Esther, 'but I think it's just as well to have a clean, green lawn as it is to look neat yourself.' She's great, Esther is."

"Humph!" grunted Joe again, even forgetting his pipe for a moment, "I reckon she gives you your bath in the mornin', manicures your nails, an' then pins a rose in your buttonhole before she sends you off to work, eh?"

"Ha, ha! You forgot something," laughed Curtis, "You forget that our wives always kiss us before they send us off."

"Well, she doesn't do all of the things you mentioned, Joe," went on Brown; "seriously, however, she's responsible for whatever neatness I'm credited with. For example, she gets up ahead of me in the morning. When she's ready to go down to get breakfast ready, she turns on the water in the bathroom, then calls me. By the time I'm fully awake, the bathtub is full and ready for me."

"Gee whiz!" exclaimed Joe, whose idea of a bath was a hard scrub in hot suds on Saturday nights.

"A little later," went on Conductor Brown, "she calls up to ask me if I have finished shaving. She knows that it's a failing of mine to get out of shaving every day, if I can. I might be able to get by on the railroad, but I couldn't put it over on Esther."

Joe rubbed the day's growth of whiskers that spread over his chin. Mentally he compared himself with Brown. Then, almost unconsciously, he fished around in his hip pocket until he located a brass collar button. When neither of the others was looking, Joe's hand went stealthily to his neck, pushed the button through the collar, then fastened it. Curtis glanced around.

Joe's hand quickly dropped. Then he spoke.

"Charlie, did you say your wife manicured your nails, too?"

"No," laughed the conductor, "but if I forget them she reminds me that it is just as important to have clean finger nails as it is to have your shoes polished. Most people see a conductor's shoes and it is necessary to have a good shine, but everybody can see his fingernails when he lifts the tickets. I heard incidentally the other day that neatness is one of the first things our officers look for in a trainman."

"Talking shop, Charlie?" asked Engineer Bigley, who, with Ed. Jefferson, the stationmaster, was coming up the path.

"Hello, there!" called the others. "Come on up," added Joe, "a couple more won't hurt this one-sided argument." And as he said this, Joe took the opportunity to run his hands through his hair, thereby parting it quite respectably.

"We were kidding 'Bonnie Prince Charlie', explained Curtis; "he always looks as though he just jumped out of the bandbox. Charlie says all the credit goes to his wife. What do you think of that?"

"Sure, she deserves the credit," declared the engineer. "Of course I can't afford to wear white collars on duty, but you bet your life my daughter Annie wouldn't think of letting me go outside without a bath, a shave, and a shoe shine, any more than she herself would dare go up in an airplane; and you know Annie's ideas of soaring."

They all laughed heartily; they knew Annie, a short, chubby, wholesome little lady, with rosy cheeks, who had refused to have her photograph taken in an airplane a few weeks before, for fear that it might start off.

"More than that," went on the engineer, "whenever I get home, the first thing I do is to hand Annie my overalls. If they need darning, she darns them; if they need washing, she washes them. Never am I ready to go out on my run but there's a clean, neatly folded pair of overalls."

"For the love of Pete!" thundered Joe impatiently, "Can't you fellows find something else to talk about besides your wimmin folks?"

A general laugh followed, while Joe aimed one of his shoes at a stray dog that poked its nose around the corner of the store.

"Joe," said the conductor, "I suppose you never contemplated matrimony." Joe didn't answer, but got up and went in search of his shoe.

"Because if you didn't," went on Brown, "you'd better get busy. You'd have a good future here if you had a wife to give things the finishing touches once in a while. There's money in storekeeping, but the town is leaving you behind. You've got to know the art of window decorating and showcase displays, if you expect to keep up with the people of Kingston. In another year your store'll be a thing of the past if you don't get a hustle on." Joe looked at him blankly.



"So I applied for the job as station agent."

"Daddy!" called six-year-old Billy Jefferson, "Mother wants to know if you can come and help her put up the shelves in the new cupboard."

"I'll be there in a minute, Billy. So long, fellows," and the stationmaster was gone.

"There it goes again," muttered Joe Higgs; "it seems as if every blasted one of you has to go an' mind what the old woman says."

"There's no case of mindin', there," declared Curtis, for no man *has* to do that if he doesn't want to. Jefferson wants to, for if there ever was a home-lovin' man, it's Ed."

"Well, I'm goin' home, too," said Curtis, "Good night!"

Joe watched them all go, watched them with evident satisfaction. Then he lit his pipe again, and leaned back to think.

What had Brown meant by the insinuation about the store? What did they all mean? Was this some trick they were going to put over on him? And all this stuff about womenfolks in the home—Joe wondered if a woman really would do all that for a man. Well, he reckoned that she'd have to love him a whole lot. He wondered if a woman could really help him in his business. If so, who could it be? He thought of the girls in the village. There wasn't one that he would shake a stick at, not one—unless—no, it couldn't be. Anne Bigley wouldn't turn her head to look at Joe Higgs. He had always thought that. Now he seemed to know it. But why? The question came to him forcibly. He had always admired Annie. She wasn't like the other Kingston girls who forgot to make their purchases until after the store had been closed. No, sree, Annie Bigley always came in around eleven o'clock in the morning, made her purchases and went home. Nor did she linger a minute to talk with him. Annie was a fine girl. The more he thought of her, the more he came to the realization that he worshipped her. But why wouldn't she—why, perhaps Brown and the others were right. His store didn't look like a city store, and Kingston was growing; he didn't dress like a city fellow, nor even was he as clean and as neat as most of his neighbors. That night Joe Higgs made a tremendous resolve.

On the following morning, as Engineer Bigley was on his way to work, he was surprised to see Joe Higgs standing at the top of a stepladder on his porch. It was only six o'clock, and Joe never opened the store before seven or after.

"What you doin' Joe?"

"Found an old Japanese screen up in the attic. Looks a whole lot better'n this one," said Joe, "I thought I'd dust it up a bit and put it up."

"Good!" called out the engineer, "Wipe it with an oiled rag; that'll shine it a bit."

"Um, Hm," was all the answer that Joe gave him.

Seven o'clock found Joe's screen up and a big boiler filled with water on Joe's stove in the kitchen. He went into the store to

wait on a few customers. Then he dragged a large tub from under the counter. On the other side of the store he found a box of scouring powder. He emptied this into the tub. He thought a minute. No, his mother had always swept before she scrubbed. He got his broom from the kitchen. That wouldn't do; he got a new one. Then with painstaking care, he swept every crack and crevice in the store, under the counters and in the corners. He even moved sugar and molasses barrels, disturbing spiders and ants from their haunts. Truly Joe had a fever. The few neighbors who came in marvelled at the cloud of dust that greeted them.

What a difference even a good sweeping made. It looked like another place entirely. Funny he'd never noticed it before. Gee! wouldn't it be great to have a wife who would do these things for you? Annie—but he didn't dare let himself think about Annie, for he'd never get his task finished.

Eight o'clock, and the perspiration was running down the back of his neck, but Joe didn't notice it. He brought the hot water and emptied it into the tub with the scouring powder. Then he tore up some strips of cheap calico that he'd not been able to sell. A scrubbing brush and another box of scouring powder, and he was ready. Then he got another idea. It wouldn't do to have everybody know what you were doing. He got a piece of paper and made a sign to tack on the outside of the door: "Closed Until 11 O'clock." He locked the door from the inside and began.

It was a hard job, this cleaning business. He didn't know that it wouldn't be so hard if you did it often enough. Gosh, did it give wimmen the backache to scrub like this? If it did, Annie should have a maid—oh, darn Annie! He was getting his floor scrubbed. More washing powder was added to more water, and 9.30 o'clock found the store floor in a condition that would have done justice to a woman's hand. Gee, whiz! The porch ought to be scrubbed, too. Dared he go out and scrub before the neighbors? He dared. A few of the village boys yelled at him, women stuck their heads out of their windows and smiled at each other. But Joe never saw them. He went on scrubbing. Finally, the task was done. But there were the windows, the door frames, the showcase. Joe heaved a sigh, for hard work and an empty stomach do not agree, and Joe hadn't taken time to prepare breakfast. He would get some crackers and milk. He leaned against the counter utterly exhausted.

Just at this moment the door opened and in walked Annie. She carried a covered basket.

"Here you are, Joe," she said, "I saw you working hard over here, and I guessed that you wouldn't feel much like cooking yourself anything to eat when you finished your scrubbing, so I brought you over a bite. She dusted off the counter in front of Joe's startled eyes, and spread out some tempting sandwiches, a bit of home-made preserves,

a small pot of coffee, and—heavens above!—a half of an apple pie!

"Lord bless your soul, Annie!" cried Joe, astonished at his own boldness, for he dropped his scrubbing brush and seized her in his arms. Evidently his morning's work had wrought a change in him as well as in his store.

I don't know who it was who said that the nearest way to a man's heart is through his stomach, but evidently Annie had found that way. A few minutes later a customer started to enter the store. He stopped on the threshold, gasped, smiled, then turned away, closing the door behind him. Neither Joe nor Annie had heard him.

It was Annie who broke the spell.

"Joe, dear," she said, holding his big hands up to the light, "washing powder works wonders when it comes to cleaning finger nails." Joe looked. Sure enough, his nails no longer held the black lines under them that would bar him from a "clean job."

"Gee whiz!" he laughed, "if I ain't gettin' to look like Charlie Brown!"

It was a month later. Conductor Brown was taking up the fares on a northbound train. He stopped before a well-dressed man and woman, and held out his hand for the ticket. The man pulled out a pass and presented it. This is what he read:

"Pass: Mr. and Mrs. Joseph Higgs—"He got no further.

"Hello, there, 'Bonnie Prince Charlie!'"

"Joe Higgs! Where on earth did you come—and bless my soul, it's Annie Bigley!"

"Annie Higgs," corrected Joe, smiling.

"Well, I'm dumbfounded!" declared the conductor.

"Serves you right for moving out of Kingston," declared Joe. "Ed. Jefferson was promoted, so I applied for the job as station agent. I got it. Annie and I are keepin' house, that is, we will be when we get back from our honeymoon. I've had to hire a man and a boy to run the store. Business is gettin' brisk. Reckon I'll have to put in a cash register next week. Thought I'd look 'em over while in New York, on my way back."

"Well, all I can say is, you surely have my congratulations!" He extended his hands to them both.

"Much obliged," said Joe. "I forgot to say that Annie's teachin' me a whole lot at nights about 'rithmetic and grammar."

"But," said the conductor, "you certainly have changed in your looks, er, that is, I mean I wouldn't have known you."

"Then it's your own fault and Annie's," went on Joe, and I'll tell you you'd better look to your own reputation as a neat railroad man, for believe me, I haven't more than just got started!"

"I reckon, daughter, that young man's watch must be fast."

"What makes you think so, pa?"

"Why, when you were seeing him out the door last night, I heard him say, 'just one', and it wasn't much past 12 o'clock."

—Boston Transcript

Recipes

By Mrs. H. F. Reddig,

Wife of Division Superintendent, Rock
Island Railroad

NOTE: This is the time of the year when church suppers, festivals, etc., demand the test of the housewife's skill. The art of cake baking is an accomplishment of which any woman ought to be proud. The author of these recipes has taken any number of prizes in state and county fairs for her cakes, and we are indebted to her for her kindness in giving them to us for the MAGAZINE.

By the way, if there are any of our women who would like to see any particular recipes published in these columns, we shall be glad to try to secure them, if they will write and specify which one they want to see.

—Associate Editor.

Angel Cake

- 11 egg whites
- 1 ¼ glasses of granulated sugar (use measuring glass for this.)
- 1 glass Swansdown flour
- 1 level teaspoonful cream of tartar
- Salt to taste
- ½-teaspoon each of vanilla and lemon
(This gives a delicious flavor.)

Put whites into a large bowl. Whip until stiff. The wire spoon is best for this; it seems to drive the air into the mass more effectively than any other kind of beater. Sift the sugar before measuring. This also applies to the flour and cream of tartar. Add the sugar to the beaten whites, then the salt, flour, cream of tartar, and flavoring.

In making a cake, the baking is the most important part. For this cake, have the oven very hot. Reduce the heat before putting in the cake. Bake 40 minutes, when this should be a golden brown.

For the icing, take the white of one egg, 1 cup of sugar, 1 ½ cups water. Boil sugar and water until it strings. Beat in the white then the flavoring. If you wish a small cake, use eight eggs instead of eleven.

A Bouquet for Our Recipe Column

The MAGAZINE has received any number of helpful letters, but one which we particularly appreciate, because of its reference to our Women's Department, comes from W. J. Spaul, cost accountant, Cincinnati, Ohio. A part of Mr. Spaul's letter reads as follows:

"On behalf of my wife, I want to express our appreciation of the Women's Department. While we have been housekeeping for approximately twenty-two years, many helpful household suggestions have been found therein. Our whole family, as well as several of our neighbors and friends, are simply 'crazy' over the grapefruit marmalade made from a recipe published in the MAGAZINE several months ago."

The Art of Reducing

ARE you too fat to be comfortable? Do you want to get rid of any of that excess flesh?

Time and again rules for reducing or how to gain weight have been published in newspapers and magazines. Many readers have made resolutions to follow these explicitly, and just as often they have failed to carry them out. It takes a lot of perseverance to adhere strictly to a set of rules and regulations on diet or exercise. Exercises, when practiced regularly and conscientiously, are very important factors in reducing; however, one certainly cannot reduce flesh by exercise alone.

Use reducing exercises daily without fail. Drink a glass of hot water before breakfast and before retiring. Take a hot bath at night and cold bath in the morning. Swim and ride horseback if possible, as both are excellent reducers. Avoid fats, sweets and starches; instead, eat fruits, non-starchy vegetables, greens and meats, with the exception of pork. Do not drink water with meals. Eat bran instead of white bread.

With the above, reducing exercises taken faithfully are effective. Many people believe they are really meant to be fat or thin; they continue to eat heartily and then

complain of their weight. Follow your rules and you'll see and feel the desired change.

It is far better to leave the table before satisfying one's appetite than to have a stuffy feeling for an hour or so after a meal.

Often we have enough to eat before we reach the dessert course, but eat it because it is placed before us and is tempting. As a result, we have that uncomfortable, too full feeling. This is sometimes due to unwise planning of the meal, probably too great a variety or extra large portions.

When cream is omitted from coffee the drink is not always popular. A good substitute for coffee is a cup of boiling water in which a bouillon cube is dissolved. In the middle of the morning or afternoon, a teaspoonful of beef extract dissolved in boiling water will satisfy that desire for food.

Canned fruits, with bran, for breakfast are not only appetizing, but make a good beginning for the day's menu.

At noon canned soups are nutritious, stimulating and nonfattening. Canned fish, spinach with eggs, and a salad of mixed vegetables are the foundation of a good dinner, supply a balanced meal, and, at the same time, conform to the reducing diet.

Dear Women Readers:

Many of you who have been to the seaside this summer have seen the gay little bags, made of paper twine, which are made to hold anything from your knitting to a half-peck of apples. At the Young Women's Christian Association at Wilmington, Delaware, the girls showed me how to make them. I pass the word along to you.

First, decide on the shape. You may make them long and narrow, deep or shallow, square, round, or oblong, or triangular-shaped, like the conventional flower baskets. At the 10-cent store you may purchase a 15-cent ball of paper twine. Be sure that it is of paper; no other kind will do. If you want an extra-large basket, get two balls. You can tell the difference in the twines by unravelling just the tip end; you will find that this twine is made of a strip of brown paper, about 1 inch wide, and twisted.

Get out your largest crochet hook. Soak the ball of twine for half an hour in water. This makes it pliable and less liable to become knotted. For a small, oblong basket—capacity about two quarts—make a chain of about 30 stitches. Turn. Double crochet across and back for 12 or 14 inches. This forms one side. Make the other side exactly like it. Join together with twine, buttonhole stitch.

Chain 25, turn, and come back double or triple crochet. This makes the handle. Now for the decorations. Make simple flowers by crocheting some of the bright colored wools that you had left from your sweaters. Orange and dark brown, blue and black, yellow and brown, are some of the good combinations.

Sew these flowers on the sides of the baskets, making stems and leaves with the darker wool in outline stitch. Six or eight flowers will be enough to decorate one bag.

If you would like to know more about these bags, or how to make the other shapes, write me and I'll be glad to help you.

Yours sincerely,

Margaret Talbott Stevens

Associate Editor.

Unusual Dresses that Home Dressmakers Can Copy

Frocks Both Sophisticated and Demure, Yet Always Simple

By Maude Hall

GROWN-UPS and Growing-ups freely borrow their fashions from one another this season, making such adaptations as are naturally demanded by the difference in years and purposes of utility. In the creation of new styles, matron, maid



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9473

and miss share alike in the distribution of smart ideas.

There are many clever designs that skilful home dressmakers can copy. Some are sophisticated, some are demure; but all are simple. Cotton voile, which has met every test of good taste and durability, is used for an inexpensive, but exceedingly smart frock. The two-piece skirt is gathered at the top and trimmed at the lower edge with two deep tucks. The blouse has a round neck, outlined with fancy picot braid, and short sleeves. The back of the blouse and sides of the front section are gathered to a waistband. The girdle sections are attached to the front of the blouse, the girdle closing at the centerback. This is a style of unusual adaptability, for it looks equally well in several other materials as in voile, and can be worn all during the day with perfect ease.

A pleasing note of contrast is struck in a one-piece frock of copper color georgette trimmed with large rosettes of valenciennes lace, dyed a very dark green. The rosettes are placed at frequent intervals about the lower edge of the skirt, which is cut in two pieces and gathered to a straight band under a belt of copper georgette and green satin. The blouse falls gracefully over the girdle and has short sleeves with flare cuffs, the cuffs being feather-stitched to the sleeves.

A dress that typifies correct style for all-

day wear is fashioned of dark gray Canton crepe, trimmed with self-color embroidery. The lines are long and straight, of course. The trimming, arranged in border effect, appears upon the front of the blouse and about the waistline, above and below a narrow cord of gray satin. Turn-back cuffs finish the short sleeves, while the V-shaped neck has a round collar. This same model, reproduced in black satin, is very pretty. While crepes and sheer stuffs are the rule this season, satin is the exception, and a very chic exception has it proved itself to be.

When simplicity is the aim of the dressmaker catering to the needs of the younger generation, a one-piece frock of gingham is splendid to decide upon. The vested rights of one such model are expressed in white pique which is picoté at the upper edge. The front is cut into a deep V, the pique forming revers and collar as well as the vest. The sleeves are elbow length, with slashes at the lower edges. They are faced with pique and turned back, giving an unusual touch, at the same time getting away from the usual cuff effect. The dress of gingham never loses its popularity either for the small girl, or for her larger sister or her mother.

Among the prettiest of the new designs for the slim, girlish figure is a dress of tomato red dotted swiss trimmed with filet insertion, with edging to match. The waist closes at the back, having the neck finished in round outline. Bands of insertion outline a long, narrow yoke, while straight bands of edging run from shoulder to belt on either side of the front of the waist. Insertion and edging finish the short sleeves. The skirt has two straight frills, each trimmed with a band of insertion, and

is joined to the long-waisted blouse under a belt of grosgrain ribbon.

Dresses of the sailor type are always popular and becoming. One of natural color linen varies from the usual decorative scheme in its trimming of braid, in that green soutache, instead of red or blue, is used to outline the deep collar. The necktie is also of green ribbon. A deep yoke, front and back, trims the blouse, the open front being filled in with a removable yoke. The skirt is laid on plaits, three being at the front and three at the back, with the sides gathered.

FIRST MODEL: Pictorial Review Dress No. 9496. Sizes, 34 to 46 inches bust and 18 to 20 years. Price, 35 cents.

SECOND MODEL: Dress No. 9473. Sizes, 34 to 48 inches bust. Price, 35 cents.

BLOUSE No. 8950. Sizes 34 to 44 inches bust. Price, 30 cents.

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SLEEVELESS Dress No. 9653. Sizes 34 to 46 inches bust. Price, 35 cents.

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SLEEVELESS OVERBLOUSE No. 9657. Sizes 34 to 50 inches bust. Price, 30 cents.

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SLEEVELESS Dress No. 9648. Sizes 34 to 46 inches bust. Price, 35 cents.



Blouse 8950
30 cents
Sleeveless
Dress 9655
35 cents

Blouse 9584
30 cents
Sleeveless
Dress 9653
35 cents

Waist
9646—30c
Sleeveless
Overblouse
9657—30c
Skirt 9579—30c

Blouse
9584—30c
Sleeveless
Dress 9634
35 cents

Slip-on
Dress 9565
35 cents

Blouse
9584—30c
Sleeveless
Dress 9648
35 cents

Lesson in Home Dressmaking

The Popular Slip-on Dress Designed to Wear with Guimpes or Separate Blouses

ONE may face the coming season with assurance with this smart little frock in the wardrobe. It looks well in almost any material and can be worn with a guimpe or separate blouse. It has open front, large armholes, patch pockets, which may be omitted, if preferred, and a narrow straight belt. Medium size requires $3\frac{1}{4}$ yards 36-inch material for the overdress and 2 yards, same width, for the blouse.

Fold the material in half to cut the dress, placing the tissue sections marked by triple "TTT" perforations along the lengthwise fold, in order to avoid seams. The belt and pocket sections are laid along the selvage, as shown in the cutting guide. Then take the material for the blouse and lay the back and collar of the tissue along the lengthwise fold. Place the remaining sections with large "O" perforations on a lengthwise thread.

Make the blouse first. Form a box plait in right front, turning front edge under on small "o" perforations. Take up a tuck and stitch on both sides of box-plait, $\frac{1}{4}$ inch from folded edges, catching free edge in with tuck. Turn front edge of left shoulder under $1\frac{1}{2}$ inch for a hem. Trim the neck edge of left front to correspond with right front. Close underarm and shoulder seams as notched. Adjust a

casing $\frac{3}{4}$ inch wide when finished underneath the blouse and insert tape or elastic to regulate the fulness. Sew collar to neck edge as notched, with center-backs even.

Close sleeve seam, gather lower edge, then face cuff and sew to gathered edge of sleeve as notched. Bring edges of cuff together at lower edge of the sleeve,



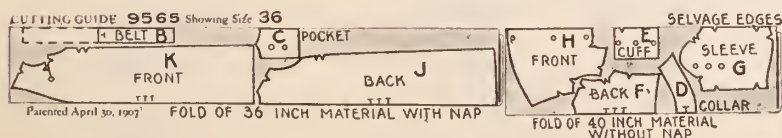
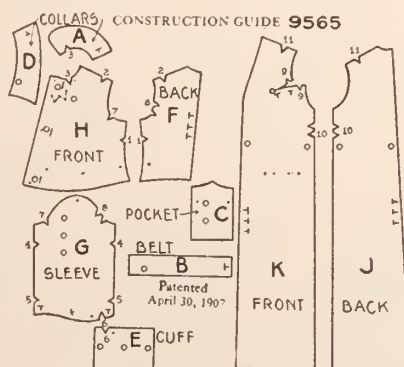
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roll cuff on large "O" perforation and finish for closing. Sew sleeve in armhole, easing in fulness between the notches. Hold the sleeve toward you when basting it in the armhole.



9565



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To make the dress, slash the front in at the armhole edge to the large "O" perforation. Gather lower slashed edge between "T" perforations and sew to upper slashed edge as notched. Take up $\frac{3}{8}$ inch seam at outer edge of slash and graduate seam into nothing at inner edge. Close under-arm and shoulder seams as notched.

Turn upper edge of pocket under and stitch to position. Arrange pocket on front of dress with upper edge between indicating small "o" perforations. Fold the belt through the center, lap to large "O" perforation and finish for closing.

Pictorial Review SLIP-ON DRESS NO. 9565. Sizes 34 to 42 inches bust and 16 to 20 years. Price, 35 cents.

Frocks Both Sophisticated and Demure, Yet Always Simple

FIRST MODEL: *Pictorial Review* GIRL'S DRESS NO. 9317. Sizes, 6 to 14 years. Price, 30 cents.

SECOND MODEL: BOY'S SUIT NO. 5846. Sizes, 6 to 14 years. Price, 20 cents.

Pictorial Review COMBINATION NO. 9441. Sizes, small, medium, large. Price, 30 cents.

WOMEN READERS!

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

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Stayin' In

*I ain't been bad at all today,
But I'm stayin' in;
Waited out too long at play,
Now I'm stayin' in.
Scared Nell Brown with a bumble bee,
An' pulled Susanna's curls, you see—
That red-haired girl in front of me—
So I'm stayin' in.*

*Just stuck a pin in Billy's back,
Teacher's kept me in,
And knocked six books down off the rack,
But I'm stayin' in.
Sometimes I feel as if I'd cry,
But I'm no girl, and that's just why
I go on writin' an' blink my eye
While I'm stayin' in.*

*I've got a thousand words to write
While I'm stayin' in;
I feel all warm an' my collar's tight
While I'm stayin' in.
My hand's all cramped, my back's most broke,
The crickets chirp, an' the bullfrogs croak!
Guess they think it's quite a joke
'Cause I'm s'ayin' in.*

*I wouldn't be a teacher's pet
And never be kept in;
But some day I'll grow up, you bet,
And then I'll not stay in.
Sometimes I'm wrong, then I forget
That Teacher's right—oh, say, I'll bet
The only fun they ever get
Is makin' me stay in.*

Why the Apple's Cheeks Are Rosy

LONG, long ago, before anybody ever heard about the Old Woman Who Lived in a Shoe, there lived an old mother apple tree. There were many little baby apples on the ends of her branches. These babies were very green and very small, and there were so many of them that I couldn't think of telling you their names. When they grew

up they would still be green, but ever and ever so much larger. Whenever the rain fell from the skies, Mother Tree would gather the water with the roots and carry it up to the baby apples. She also took them food from the ground in this manner. They breathed the pure fresh air, and basked in the morning sunshine. Soon they grew quite large.

One day, however, the sun did not shine. "Don't cry, my dears," said Mother Tree, "perhaps 'twill shine tomorrow." But tomorrow came, and the clouds were just as dark as before. Soon the baby apples began to cry. Mother Tree did what she could to comfort them, but in vain.

"We shall never grow ripe and soft and mellow," they said, "we shall turn black and nobody will want us."

One little apple, 'way out on the very tip end of a bough, shook off her tears, and said, "I shall weep no longer, for I feel that the sun will come back."

"How do you know that?" asked her brothers and sisters.

"Because Mother Tree says so," declared the little one, "and I shall wait for King Sun, for she says he always comes. I shall not leave Mother Tree."

"Silly!" the others called her, "and do you suppose that King Sun will come just because you are waiting for him? We do not believe it, and rather than stay on the tree and fall off in disgrace, we shall jump down now and die on the ground where nobody will see us."

"Oh, please don't do that," begged Mother Tree.

"Please don't," begged the Little Apple. But the others would not listen. By and by one apple left his twig and jumped to the ground. Soon another followed, and another. By nightfall the ground was covered with apples, and only one, the little one who said she would not leave Mother Tree, was left.

Mother Tree was very sad. Soon came the hard winds and the rain. They beat upon the branches; they tried to shake the little apple from her twig.

"Hold on tightly!" called Mother Tree.

"I am here," shouted the little apple, "I shall not leave you, for the sun will come tomorrow, I am sure."

Mother Tree felt happier. She steadied herself and held her branches out straight. Presently the rain ceased and the wind



The Latest in Dolls' Lingerie
Drawn by
Fannie Keith, Baltimore, Md.

stopped blowing. When the moon and the stars came out, the little apple was fast asleep on the topmost bough.

When the night began to fade and the sky grow lighter, Little Apple awoke.

"Oh, Mother Tree," she called, "do look! The sun is coming!" And sure enough, the red streaks of dawn could be seen in the East; and slowly they could see the great sun coming over the hilltops.

The First Day at School

By Anne "Bobby" Pennington

SO this is September! I thought I'd write and tell you about the fun we had in school. I suppose you will wonder why I have used "had" instead of "have," but you must understand that I went to school in Baltimore, and this year I shall go to school in Cumberland.



"Hurrah!" cried Little Apple. But then she added, "Oh, what a pity that my brothers and sisters did not wait for him. I told them that he would come, I told them!" And the other apples lying on the ground, fast decaying on the damp earth, were very sad.

Soon the sun was high in the sky. He looked down upon Mother Tree.

"Ah," he cried, "where are your apples?"

Mother Tree told him the sad story.

"That is indeed unfortunate," he said.

Then, pointing at Little Apple he cried, "but why did this one stay?"

"Because she said that you would come, and that she would wait for you."

"Bless your heart, Little Apple," said King Sun. Then as Little Apple looked up and smiled, the great King Sun leaned down and kissed her.

How Little Apple did blush, for this was a great honor. The sun looked at her and smiled.

"Hereafter," he said, "your cheeks shall be rosy, just where I have kissed them."

And so it happened. In the days that followed, Little Apple grew very large and beautiful, so beautiful indeed that other apples of the orchard who looked at her became beautiful, too. Soon the whole orchard was filled with rosy-cheeked apples. People liked these apples so well that they saved and planted their seeds. Now we have millions of rosy cheeked apples in the world. And ever since then, most of Mother Tree's children have had red cheeks, although there are a few who still have so little faith in the sun that they leave their twigs before it is time. But they are always sorry afterwards.



HERE ARE SOME OF THE BALTIMORE AND OHIO GIRLS AND BOYS FROM DORSEY SCHOOL

1-(Read left to right)-Standing: Mabel Reimsnider, Louise Perry, who wrote the poem about school, Edith Reimsnider, Laura and Ernst Lapp, Elizabeth Bergie, Melvin and Harold Dunkerly, Lawrence King; Sitting: Edna Reimsnider, the pet doggie, James King and Ida Smith, Harold Dunkerly and Hazel Reimsnider. 2-Edna, Ida and the doggie: 3-"Open the gates as high as the sky." Six of these have contributed to the Children's Page

On the first day at school, the books were distributed. After writing my name in each of mine, I would sometimes add such rhymes as these:

Whoever steals this book of knowledge,
Shall graduate from Sing Sing College.

I pity the kaiser, I pity his cook,
And I pity the one who steals this book

Don't steal this book, for if you do,
You'll feel the sole of my old shoe.

(I wouldn't advise any of you to try these rhymes in your school books, however, for teachers don't like them.) I rarely opened the books until the teacher gave the command, so you can see for yourself why my reports were poor.

At recess we played "Little Sally Ann" and other ring games. We played these games in winter to keep warm, but I suppose you will think that we were pretty big eighth grade babies, for you remember the little saying, "Babies will play."

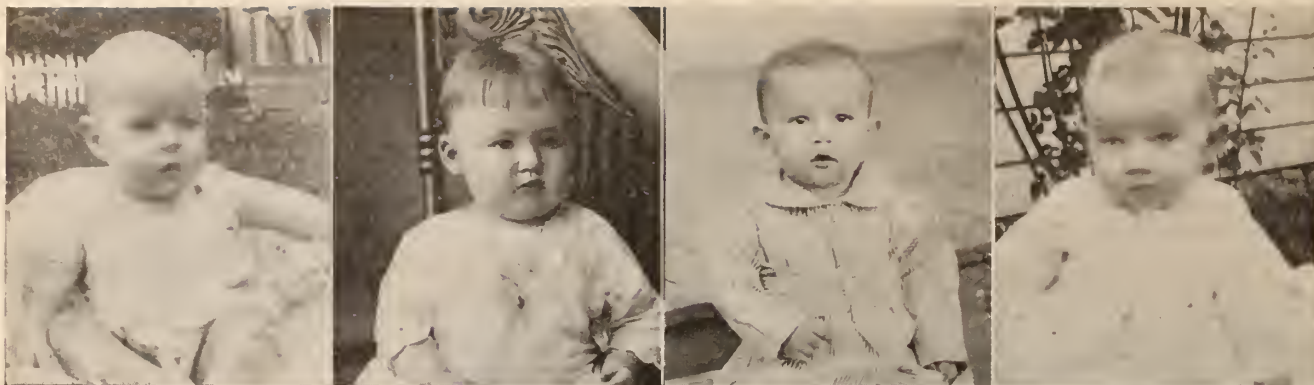
My conduct mark was never lower than 85 per cent, and never higher than 97 per cent. Composition and history were my favorite studies. I never made much headway in grammar and algebra, but I'm going to try hard this year. Are you?

Rosemary's Flowers

By Myra Gill

IN ROSEMARY'S garden there grew flowers of all kinds, among them a great many roses. One rosebush was covered with blooms of deep crimson, another with pale yellow blooms. The crimson rose was open wide, while the yellow one was a beautiful bud. Crimson Rose was very proud, always scoffing at the other roses for being so pale and so small.

One day there came a great rain storm. It washed deep gutters in the flower bed.



A quartette of Baltimore and Ohio youngsters: left to right—Grace Elizabeth, daughter of Nelson Smith, freight handler, Camden Warehouse; Mary Louise, daughter of L. R. Nease, second trick operator, Shattuck, Illinois; James Donald, who can say "Please" and "Thank you," son of Yard Clerk J. R. Wagner, Parkersburg, W. Virginia; Marvis Miriam, 4½ month old daughter of Material Clerk J. M. Darlington, Jr., Martinsburg, West Virginia, Repair Shop

The crimson rose, whose petals were outspread, was washed to pieces, but the petals of the yellow bud were folded together so snugly that they were not harmed at all. When the sun came out there were the yellow roses, not buds now, but pretty yellow flowers.

Rosemary and her mother came into the garden. "Oh, my pretty crimson rose is all destroyed," cried Rosemary.

"Well, dear," said her mother, pointing to the yellow roses, "these are very much prettier, in my opinion."

So Rosemary cut enough to make a large bouquet and took them into the house.

What did the roses see? That there was going to be a party on that night!

Soon the time arrived for the merry-making. Oh, such a buzz! The children came and played games of all kinds. After a while a little bell tinkled and everybody fell into line and marched out to the dining room. In one corner there was a huge paper bag, suspended from the ceiling. Rosemary stood underneath it. She took a stick and

hit the bag, which burst, letting a shower of paper flowers of all colors fill the room. Each selected the flower which he or she liked the best and matched it at the table. This was the way they found their places.

"Just think," murmured the yellow roses which formed a part of the decorations, "if Crimson Rose had not been so proud, the rain would not have beaten her to pieces. Then she could have seen these pretty things and the happy children, too."

Back To School Again

By Louise Perry
Dorsey, Md.

Our dear old school days are here once more, With pencils, and books, and everything, Children are playing, singing, saying, "Hurrah for schooltime!" their voices ring.

The teacher says, "Oh, Children, dear, How happy you must be!"

Now, we're going to study for another year, And play 'neath the old oak tree.

Dear Girls and Boys:

Last Spring, when a friend and I took a trip to the South, we visited a teacher in Barnard School in Savannah, Georgia. Now this teacher had the nicest class of fifth grade boys and girls. We went into the school room and heard a spelling lesson. Then the children gave us a real entertainment of recitations and stories. One little fellow recited some fine verses that he had written all by himself. He said that he would send me some for our page, but I have not heard from him yet. He had a friend named Cecil, who recited Joyce Kilmer's beautiful poem "Trees." How we enjoyed that day! Sometime we're going to visit them again.

Now I shall tell you about a visit to another school. You remember the splendid poems by Ida Smith and James King; the story of how to build a bird box, by Harold and Melvin Dunkerly. I know you will be glad to see their pictures on the preceding page. One afternoon in August I took my camera and went out to visit these boys and girls at Dorsey. All of the children whom you see in the picture met me at the station. We went down to the schoolhouse and took some pictures. Then we played lots of games: "Open the Gates as High as the Sky," "Farmer in the Dell," "Drop the Handkerchief," and several others. One picture shows how they played "Open the Gates as High as the Sky." What fun we had! I wish that all of you might have been there.

Next month we shall have the Indian Page. For November we want a Poetry Page. Thanksgiving comes in November, and we want lots and lots of poems. They may be on any subject, but I think it would be particularly nice to have Thanksgiving poems, don't you? Be sure to let me have them within five days after you receive this MAGAZINE. I'd like to hear from all of the little girls and boys who read this page. If we can't get all of the contributions in one issue, we can use them in another. The first ones that are sent in will be the first to be published.

With love,

Address:

Aunt Mary,
Baltimore and Ohio Magazine,
Mt. Royal Station, Baltimore, Md.

Aunt Mary



The balloon girl of the Follies

Drawn by Eleanor Hills, daughter of Conductor L. J. Hills, Staten Island, N. Y.



Safety Roll of Honor

Baltimore Terminal Division

The following from a letter from the superintendent, addressed to Yard Clerk N. L. Rickerds, explains itself:

"It has been brought to my attention that on the morning of March 4 when broken rail was discovered at Locust Point during the movement of special inaugural trains from that yard, you, on your own initiative, performed work other than your regularly assigned duties. In the absence of sufficient trackmen, you endeavored to get new rail laid with minimum delay to the movement of these special trains.

"Such performance as you showed on this occasion is indeed gratifying, as you have shown that you have the interest of the Baltimore and Ohio at heart.

"I wish to take this opportunity to express my appreciation for the interest you have displayed."

Baltimore Division

BALTIMORE, MD., July 15, 1921.

MR. R. BOWERS, Operator,
Care of Hollofield Tower.

Dear Sir—I learn with interest of your co-operation in the handling of the situation at Hollofield on July 8, caused by extra east, engine 4448, which had broken loose.

Your action, which was unsolicited and voluntary, is much appreciated, particularly in view of the fact that there were two 94s behind this extra.

I have arranged for a formal entry to be placed on your record.

Yours truly,
(Signed) F. G. HOSKINS,
Superintendent.

On July 13, Fireman E. M. Lipscomb, with Baltimore and Ohio extra engine 4512, discovered and promptly reported switch partly open on track No. 6, North Side, Elizabethport, N. J., while operating over Central Railroad of New Jersey tracks. A letter was received from Superintendent A. D. Edgar at Jersey City commending Mr. Lipscomb for his close observance of track conditions.

On August 2, M. Sweet, fireman, discovered a broken rail in the eastward track a short distance east of Marriottsville Station. Attention of conductor of extra west, engine 4860, was called to the fact and trackmen were notified and the rail repaired.

On August 3, Agent C. C. Hite, Fredrick Junction, found a joint of rail on east-bound track open about six inches and bolts broken and rail not safe to run over. Trackmen were notified and rail repaired without delay to traffic.

Flagman John Ebert with extra west, engine 4400, noticed piece of flange on east-bound track at Sykesville which showed fresh break. Mr. Ebert called on the phone, and extra east, engine 4593, was stopped at Hollofield and train examined. It was found that S. V. E. car 226745 had two feet of flange broken on wheel.

Cumberland Division

CUMBERLAND, MD., August 3, 1921.

MR. P. RIZER,
Trackman,
Piedmont, W. Va.

Dear Sir—I have just learned that on July 30 you flagged train of engine 4254 at Bloomington when a cow had its leg down between the ties on Bloomington bridge, thereby averting a possible accident.

Prompt action of this kind on the part of our employes is always appreciated, and I want to extend the appreciation of the Baltimore and Ohio as well as my personal appreciation for your prompt action in this case.

Yours truly,
(Signed) C. W. VANHORN,
Superintendent.

Charleston Division

The following train and engine men have been commended for assisting in removing large rock from main line, averting bad delay to passenger train: Engineer B. H. Griffin, Conductor H. E. Bailes, Flagman E. F. Sands, Brakeman P. Bazzle, and Fireman J. Buckner.

W. H. Naylor found a tree, fallen across the track near Charleston, notified crew and assisted in removing obstruction. He has been thanked by the superintendent.

Conductor A. Kiddy has been commended for his good work on through passenger trains.

Conductor P. J. Condry, Baggage-man Brown, Engineer F. F. Bailey, Fireman M. Radcliff and Lineman Hewitt have been commended for assistance rendered in handling heavy express during holidays, averting delays to passenger trains.

Oscar Weese, Wainville, has been thanked by the superintendent for assistance rendered in clearing main track of trees, etc., during a recent storm.

The following members of a train crew found a house on fire near Centralia recently, stopped and assisted in saving it: Engineer M. T. Hall, Fireman Carpenter, Engineer W. J. White, Fireman McQueen, Conductor Haney, Brakeman J. K. Hoover and Brakeman J. Workman.

Engincer B. M. Shears has been commended for his interest in making suggestions for improvement in the service.

Conductor G. B. Green has been commended for his interest in claim prevention.

Engineer E. W. Hall has been commended for close observation in noting brake beam down on passing train.

Conductor Foy has been commended for close observance and attention to duty.

The following engineers show over 100 per cent. in fuel performance in May: W. T. Spencer, N. H. Davidson, G. C. Smith, E. L. Jarrett, T. J. Wilson, M. E. Morrison, J. A. Daugherty, G. F. Purkey, C. U. Skiles, Scott Mullins, W. B. Amos, W. J. White and T. Wilmoth.

New Castle Division

NEW CASTLE, PA., September 4, 1921.

MR. F. E. BARNHOUSE,
Brakeman,
Care of Crew Dispatcher,
New Castle Junction, Pa.

Dear Sir—I am advised by Conductor Bradley that on September 2, while your train was at "TF" Tower, you found a broken truck frame on ear Baltimore and Ohio 95688. You arranged to have repairs made and no doubt your vigilance in inspecting cars along the line resulted in avoidance of an accident and I wish to take this means of thanking you for it. Commendatory entry will be placed on your service record.

Yours truly,
(Signed) D. F. STEVENS,
Superintendent.

NEW CASTLE, PA., September 2, 1921.

MR. T. J. HAYES, Superintendent,
C. C. C. & St. L. Railroad Co.,
Bellefontaine, Ohio.

Dear Sir—On the morning of August 29, at 1:52 A. M., while extra west 4225 was passing over the crossing at Boyd Tower, Operator Kilgore observed something dragging and notified the operator at our "KN" Office to hand on a note to the crew. In the meantime Operator Kilgore went down on the tracks at the crossing and found a brake beam lying on the crossing and removed it just in time to prevent your passenger train No. 18 from hitting it, and possibly causing a derailment.

It seems to me that this is a very commendable thing on the part of Operator Kilgore and were he an employe of the Baltimore and Ohio he would have a commendatory entry placed upon his service record.

If you have a similar system on the Big Four, will you kindly have it cared for, and will be glad if you would notify Operator Kilgore that we appreciate what he did.

Yours truly,
(Signed) D. F. STEVENS,
Superintendent.

On May 14, as local west was passing Niles, Ohio, Foreman Domenic Muzdeko noticed brake beam down on car and immediately notified train crew, who had train stopped, and brake beam removed.

On May 3, as engine 4045 was backing in DeForest Junction Yard, Brakeman H. H. Steed discovered broken flange on a wheel of car which was in his train. He immediately had the train stopped and car set out.

Conductor C. V. Underwood, while in charge of engine 1652 at Ohio Junction on July 27, noticed that spring hanger was down in car of extra west 4037, which was passing. He immediately notified crew in charge, who had train stopped and the unsafe condition corrected.

Foreman Muzdeko, Brakeman Steed and Conductor Underwood have received letters of appreciation from Superintendent Stevens, commending them for their close observance and prompt action in the cases noted above.

On July 9, as extra west, engine 4123 was passing through Niles, Ohio, brake beam came down on car and tore out guard rail of frog at crossing. This condition was noticed by George W. Swegan, foreman at the Niles Ice Co., who immediately notified the crossing watchman, who made the necessary report to section foreman, and repairs were made before there was a possi-

bility of an accident occurring. Mr. Swegan's action in this matter is to be commended, as the interest displayed by him is an evidence of his keen observation of unsafe conditions. The officers of the Baltimore and Ohio take pleasure in extending their personal thanks to Mr. Swegan.

Cleveland Division

CLEVELAND, OHIO, September 2, 1921.

J. W. GRIFFIN,
Conductor,
Massillon, Ohio.

Dear Sir—On August 9, while you were in charge of yard engine at Massillon, Ohio, you discovered a brake beam down on Baltimore and Ohio car 58558 in train of engine 2908 extra west, which was passing "CO" Tower, and you immediately notified crew, who stopped train and took brake beam off.

Your close observance in this particular case probably averted an accident and I want to commend you.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, August 10, 1921.

MR. M. R. REESE,
Operator,
Lake Junction, Ohio.

Dear Sir—My attention has been called to the fact that on August 1, you found about eight inches broken out of ball of rail, on cut off a short distance west of your office at Lake Junction; that you immediately notified dispatcher and section foreman and had repairs made without delay to trains.

I appreciate your prompt actions and observance in this case, and want to commend you for same.

Yours very truly,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, August 13, 1921.

MR. A. BONACCI,
Section Foreman, Section 19,
Berea, Ohio.

Dear Sir—I have before me report that on Saturday evening, August 6, after the severe rain and wind storm had subsided, you called a man and started over your section to ascertain what damage had been done; that about two miles east of Parma you caught up with a freight train which had stopped because of a tree being across the track, and assisted in removing this tree, allowing train to proceed; and that later you found three telegraph wires hanging and immediately made temporary repairs to them.

This is certainly commendable service and I desire to express my appreciation for what you have done and have also arranged to place a commendation mark on your record.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, August 10, 1921.

MR. E. G. FISCHER,
Section Foreman,
Beach City, Ohio.

Dear Sir—My attention has been called to the fact that on August 1, you noted hopper bottom rod dragging on rail, in train of extra 4324, east; that you immediately notified conductor to stop train, and had necessary repairs made to car.

Your careful observance and prompt action are most commendable.

Yours very truly,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, August 10, 1921.

MR. S. STANCU,
Section Foreman,
New Philadelphia, Ohio.

Dear Sir—I have a report before me which shows that on July 29, while you were working on Eastbound track, just east of New Philadelphia Station, you noticed something dragging on Baltimore and Ohio car 25653, in train of engine 4283, west; that you immediately notified conductor and had car set off and necessary repairs made.

You probably averted a derailment by your careful observance, and I want to commend you for your prompt actions in this case.

Yours very truly,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, August 10, 1921.

MR. F. MCCORMICK,
Agent,
Brooklyn, Ohio.

Dear Sir—We understand that on August 4, you noticed a big tractor steam shovel coming to cross the track at your station, which you interested yourself to protect. This showed that you were looking after the Company's interest and that you were on the job.

I wish to commend you in this particular case.

Yours very truly,
(Signed) H. B. GREEN,
Superintendent.

Indiana Division

Conductor Green, in charge of extra 2838, west, reports that on August 12, William Singleton, car inspector from shops, was on

his train enroute from Shoals to Shops, and was riding in M. & C. gon. 13913. A brake beam came down on this car just west of Martin. Singleton stopped train and repairs were made.

At Seymour, on August 2, it was necessary that Car Inspector Hodapp meet local passenger train 66 for the purpose of forwarding some supplies. While on the platform he discovered brake beam down and wedged under lead wheel on tank of engine. The wheel at this time was very hot and smoking slightly.

Mr. Hodapp was not at the station for the purpose of inspecting this train, but by reason of his close observation detected this condition and removed brake beam.

On August 2, when train 97, engine 2685, in charge of Conductor J. B. Moritz, was passing Hayden station, Agent Padgett noticed car about in the middle of train pounding the rail and bouncing badly. He succeeded in stopping train. It was discovered that N. Y. C. 217232, loaded with automobile parts for Sheffield, Mo., had broken wheel on rear truck. About one-fourth of wheel was broken out, and upon investigating, this piece of wheel was found by Conductor one-fourth mile east of Hayden station. Car was set out in station track at Hayden and necessary repairs made and no doubt a serious accident averted.

Toledo Division

On August 5, Operator Louis Snell, "NX" Tower, observed six inches of rail missing just south of D. T. & I. crossing at the above point. He quickly reported the matter to Division Operator I. E. Clayton, and the conditions were immediately corrected.

These Gentlemen Speak With Authority

TRANSCONTINENTAL PASSENGER ASSOCIATION

MR. E. V. BAUGH,
Superintendent Dining Cars,
Baltimore and Ohio Railroad,
Baltimore, Md.

Chicago, Ill., July 7, 1921.

My Dear Mr. Baugh:

If you have time to listen to a word of commendation I should like to add mine to the other tributes you must have received in regard to the food furnished on your dining cars and the service that goes with it.

Recently four of us sat down to a dinner enroute from Washington to Chicago and the food was so bountiful and so well served that before we had proceeded very far the four *simultaneously* gave expression to their pleasure and satisfaction. From this you will note that the praise from each was voluntary and spontaneous. I make this point so that you may understand that it was not evoked because one uttered it first and the others merely echoed it in an effort to be congenial or sympathetic.

We all agreed that the steak was the best that any of us had encountered in many moons. The "fixtures and accessories" were equally good.

I said at the time that I did not see how I could restrain myself from writing you a few words of compliment, and the other gentlemen said that I should not be permitted to sing a solo and that they would join in the hymn of praise; hence I am speaking for them as well as for myself.

The quartet was made up of Mr. C. A. Fox, Chairman, Central Passenger Association; Mr. W. H. Howard, Chairman, Southeastern Passenger Association; Mr. W. J. Cannon, Assistant General Passenger Agent, Chicago, Milwaukee & St. Paul Railway, and the undersigned.

We left Washington at 1.35 p. m., Wednesday, June 29th, and the car was in charge of Mr. H. Schluderberg.

Yours truly,
(Signed) E. L. Bevington,
Chairman.



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBEEK

I rather like and enjoy the admonition or injunction of "ye editor" to send a modified contribution to the MAGAZINE on account of lack of space. I appreciate it because it helps one to practice concentration and abbreviation, essential requirements in the preparation of matter for a newspaper or magazine.

Harry B. Kight, the Keyser correspondent of the MAGAZINE, acted as summer agent at the Deer Park Hotel station. He proved to be one of the very best agents the summer hotel station ever had. I met him every Saturday and Sunday during the heated term, and observed his work.

Hugh L. Bond, Jr., our general counsel, spent his vacation with his family at North Hatley, Province of Quebec, Canada. R. Marsden Smith, ditto, and Duncan Kenner Brent, at the same place, where each of these gentlemen has a cottage.

A. Hunter Boyd, Jr.; Mr. Preston; Mr. Bowie; Mr. Penniman; William Irvine Cross; Mr. Young; Mr. Stuart; Mr. Horsey; Mr. Gosnell; Mr. Swearer; Mr. Silkman; Mr. Dwyer; H. Duncan Boyd and John William Rich have all enjoyed a rest from their labors and benefitted.

Charles Radley Webber and Francis Ralston Cross have been so much occupied with hearings before the Interstate Commerce Commission in important cases, that their respites have been very much curtailed.

I wish I could enumerate the outings of the remainder of the office force, but I cannot, because of the oft repeated injunction: "Don't put me in the MAGAZINE; if you do, I will never speak to you again."

Despite my limited space I wish to remark that the young ladies composing the telephone force are very polite and considerate whenever I have occasion to use the wire. I give heed to their request to call by number and not by name, and I have no trouble.

The Law Department had a very pleasant visit from Mrs. Joseph W. McGrain quite recently. We remember Mrs. McGrain as Miss Loretta Schott, the secretary to one of our officers, and it was a pleasure to meet and converse with her. She advises every girl to enter matrimony and I rejoice that she shares my views that a girl in making a selection should place character before money or anything else. Mr. McGrain is in our service, and he, too, is all right.

I am trying to reduce my seeming loquacity and let others talk, but then see what George Eliot says on the subject:

"Comprehensive talkers are apt to be tiresome when we are not athirst for information, but, to be quite fair, we must admit that superior reticence is a good deal due to the lack of matter."

Engineering Department

Correspondent, OSWALD EDEN

The accompanying picture shows Dorothy, aged 2 years, and "Jack," aged 8 months, children of chief clerk to district engineer Griffith J. E. McKibben, Cincinnati, Ohio. Mr. Mc. can well be proud of his off-springs.



Dorothy McKibben, age 2 years, and her little brother Jack

Because of the printers' strike which commenced the latter part of May, and which is still in force, our department, among others, was left out of the succeeding issues of the MAGAZINE, thus necessitating the holding of items that would have gone into the MAGAZINE in their order. However, as I think that they are of sufficient importance to be printed now, I call attention to two incidents that happened during the month of June which will be of more or less interest to the employees who know the "victims" personally.

On Wednesday, June 8, George W. Steinmetz, otherwise known as "Bill," formerly draftsman in the office of Office Engineer, but now with the Real Estate Department, took unto himself a wife, Miss B. Marie Sauer. They were married by the Rev. L. M. Zimmerman, rector of Christ English Lutheran Church. For the honeymoon they visited Niagara Falls and other northern points of interest—in fact, as a co-worker put it, they went everywhere they could

possibly go within a short time. They are now residing at Catonsville. Even though late, we congratulate you "Bill," on your new undertaking, and wish you the best of luck.

On Friday, June 10, Herman C. Harrison, chief clerk to District Engineer Mather, was presented with 8½ pound Herman C., Jr. As the "colonel" says, Mr. Harrison, "You are a hero!" which we echo.

During the month of August two men who were, in one way or another, connected with our department, died. I refer to C. L. Vang, brother of George Vang, president of the Vang Construction Company, Cumberland, Md., member of one of our contracting firms, who died suddenly of apoplexy; Mr. James F. McCabe, prominent civil engineer and head of McCabe & Co., contracting engineers, another of our contractors, died at his home of congestion of the kidneys. On behalf of the engineering department, I express sympathy to the families of both these men in their bereavement.

"Velvet Joe" says: "let's all sing the bootleggers' song, 'Open wide your mouths and let the moon shine in!'"

Boys, page the yeast man. It seems that somebody has been eating yeast, for a member of the Engineer of Buildings department has had the nerve to try to prove that two can live as cheaply as one. This chap seems to think that his vacation was allowed him so that he could be a special guide on a sight-seeing trip to Boston, Niagara Falls and some other northern towns. Go north, young man, go north! for we are having too hot weather here for honeymooners. Until we heard about this sight-seeing tour we could not understand why this young man appeared several mornings with white paint marks on his face and hands. It was also noticed that on several Saturday afternoons this same young man had to be excused from bowling as he had a date with a pipeless furnace, which, after a number of fingers were mashed and temper scratched, was reported as being ready for service. But where, oh where, is he going to get the coal to fill the blamed thing? Nevertheless and notwithstanding, Mr. MacKewin is receiving exhortations, felicitations and advice.

The accompanying picture is of R. T. Everett, Jr., who is the life and joy of Papa Everett, building engineer, Cincinnati, Ohio. R. T. Jr. is two years old now, and according to Mr. Everett, already can identify a building plan from a bridge plan. Some boy, is R. T. Jr.



Fingers help a whole lot when you're just learning to count. So thinks 2 year old R. J. Everett, Jr.



W. F. Aro, Freight Claim Department, does his own hauling, thus eliminating all unnecessary expense

From all outward appearances "Herbie" gets a lot of enjoyment out of life. We wonder if the smiles and occasional chuckles are due to his ability to tell jokes to himself? For humorous soliloquy "Herbie" has them all beaten.

"Joe" Weaver, efficient cook and porter to Chief Engineer Lane, was relieved from his duties to go with the president of the Washington-Southern Steamship Company, in the capacity of cook on a tour that included southwestern and northern America and Canada.

Miss George P. Simpson, secretary to Office Engineer Milburn, has been ill ever since she returned from her holiday, having had two successive cases of typhoid fever. By the time this note appears, we hope that she will be well on the road to recovery.

Office of General Freight Claim Agent

Correspondent, Miss E. T. MURRAY

Our column this month might well be termed "A boat Adrift on the Sea of Matrimony;" they all go mad in June. Our first big surprise was the marriage of our smiling, talkative, bass-singing "Bob" Townsend, who, after chirping himself into the object of his heart, decided to take unto himself wife No. 2, for the remainder of his natural life. "Bob" took a quiet little trip to Washington, where the ceremony was performed, the lucky lassie being Miss Gertrude Snyder of Pittsburgh, Pa.

Next to fall was Earl Redding, Suspense Division, who was married to Miss Myrtle Cresswell on June 5.

G. A. MacDonald, Loss and Damage Division, and Miss Zile were quietly married at the home of the bride, Baltimore, on June 21.

C. L. Biemiller, Revision Department, and Miss Mary Reth slipped over to Alexandria, Va., on June 23, where the ceremony was performed.

Last but not least was C. E. Horn, file division, and Miss Aimy Kelsay, who were married on June 24 at the Bride's home in Baltimore.



Ruth, John and Janice, Freight Claim Department. "Ain't we got fun?" At Ocean City, Md.

Our best wishes for life long happiness is extended to each.

The office remembered them in the usual way.

That the stork pays no heed to the high cost of living is evidenced by the arrival of a 9½ pound baby girl on August 12, at the home of A. V. Dwyer, Personal Department.

The home of F. A. Neville of the Revision Department was also visited on August 6 by the "Old Bird," who left a 7½ pound boy whose name is James Nolan.



T. J. Murphy, assistant purchasing agent, his family, and their home at Overlea, Md.

The very becoming bright red glow which overspreads the faces of our genial W. T. Bradburn and W. C. Chance on their return from their annual vacations, caused much speculation among the various clerks. The uneasiness was, however, soon set at rest by the announcement that W. T. spent his holiday on the Severn River under a boiling sun, while W. C. was deeply engaged in putting the finishing touches on his new home at Halethorpe—making cement walks, planting trees, flowers, etc.

Purchasing Department

Correspondent, J. B. DEHOFF
Terrence J. Murphy

On September 21, Terrence J. Murphy, assistant to purchasing agent, rounded out 30 years service with the Baltimore and Ohio.

In 1891, Mr. Murphy entered the service of the Company as a messenger in the Stores Department at Mt. Clare under G. W. Valiant, then general storekeeper. Through the passing years, step by step, his advancement has been gradual from that of messenger to clerk in the Storekeeper's Office at Mt. Clare, then order clerk, assistant chief clerk and chief clerk in the Purchasing Department, until on September 1, 1915, he was appointed assistant to the purchasing agent, which position he still holds.

The object of this article is not to introduce Mr. Murphy to Baltimore and Ohio folks, for he is well known by hundreds of them both in and out of Baltimore, and all who know him, admire him for his congeniality and sociability.

He is one of the most democratic of officers, and every employe will testify to his willingness at all times to lend the helping hand in whatever way possible. He is never too busy to give advice, always ready to inconvenience himself to confer a favor.

Mr. Murphy has a family that any man could be proud of, consisting of wife and ten children. Two other children are dead.

The accompanying cut of Mr. Murphy's home and family will give a better description than words. His home is in Overlea, one of Baltimore's suburbs, and there amid the trees and flowers, he and his family enjoy real life, when the duties of the Purchasing Department do not demand his attention.

Freight Traffic Department

Correspondent, DOROTHY RUBENSTEIN

Vacation time is over, with its wonderful days of rest and recreation, and the time is once again with us to do things worthwhile. Let us all settle down and put our best efforts into the coming year, so that when next we put away our work, pack up our holiday raiment and hie ourselves away to seashore or mountainside, we can do so with the feeling that we have truly earned the right to play, and thus greatly enhance our pleasure.

T. E. Hentz went home the other evening, expecting to enjoy a juicy steak for dinner. To his consternation and sorrow, his pet dog devoured the meat from the frying-pan while the cook's back was turned, and we are advised that Mr. H. had sausage instead.

Our esteemed correspondent went horseback riding while on her vacation and established a new record for speed. Distance covered was two miles. Time—two hours. Average—one mile per hour. This marvelous feat of horsemanship has never been equalled in the history of the world (to our knowledge) and anyone desiring to prove otherwise will please communicate with the writer, who is willing to hand over the honor (?).

Miss Catherine Morse has a new pair of shell-rimmed glasses, and not being accustomed to same, is wearing them on the tip of her nose. The effect is that of an infant wearing Grandma's spectacles. This certainly does not correspond with the assumption of dignity. However, we know you Catherine, we know you!

Hearty congratulations are extended to Miss Maud S. Todd, on coming in second best in the swimming race of the South Atlantic Amateur Athletic Association, held under the auspices of the Washington Canoe Club on August 6. We consider this an exceptionally good showing, in view of the

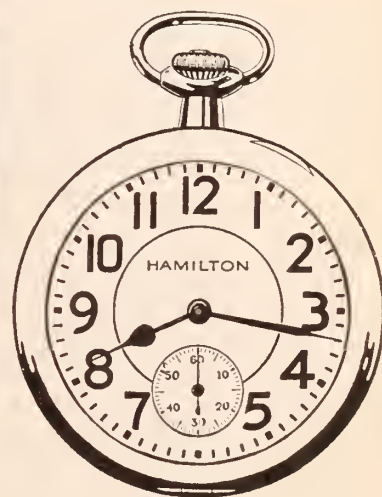
fact that Miss Todd was the only Baltimore girl in the race, as against six from Washington. Keep the good work up, Maude and bring home some more medals.

Daily occupations of employes of the Freight Traffic Department.

E. G.—Talking.
L. E. B.—Smiling.
C. A. M.—Laughing at Fitz.
M. H. L.—Working Overtime.
D. R.—Chewing Gum.
J. J. F.—Fussing with telephone operator.
M. D.—Vamping the—?
A. G. P.—Telling jokes.
Au Revoir, dear friends, until next month.

Hamilton Watch

"The Railroad Timekeeper of America"



You Might as Well Own a Watch with a Record

From steam to electricity, from the invention of the first engine to the air-brake, inventors have constantly sought two things—speed and safety.

The speed and safety of modern railroad traffic are made possible through carefully prepared schedules. Back of these schedules is the Hamilton Watch, the favorite timekeeper of American railroad men.

The engineer shown above is S. W. Powers. He has been with the Boston & Albany R. R. for 25 years. He runs his trains by a Hamilton Watch—has for years.

You might as well choose a watch that will show you time with day-in-and-day-out accuracy.

When you make your choice, ask to see the Hamilton models most popular with railroad men, particularly No. 992 (16 size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone, \$22 (in Canada, \$25) and up. Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated, and prices given.

HAMILTON WATCH CO., Lancaster, Pa.

Tariff Bureau

Correspondents, F. W. RUPPERT and C. A. WAGNER

Our former chief clerk, James R. Brown Jr., was recently appointed division freight agent, Grafton, W. Va. Congratulations, Mr. Brown. Our wishes for your further success!

W. L. Herpel, better known as "Lew," and Miss Marguerite McKee, travelled the "I do" route on June 29, at St. Elizabeth's Church, Lakewood Avenue and Baltimore Street. The "boys" wish you the best of luck.

"Mike" Robinson and "Joe" Kernan also contemplate testing the theory that two can live as cheaply as one, and have each bought a nice, cozy home for the prospective "Mrs." What we are trying to find out is, when does it come off? In this respect they are both as communicative as the proverbial clam.

G. S. Osborne, Sr., has returned to the office, after a furlough of three months, and is feeling much improved.

E. A. Lenz returned after a six month's leave of absence in the desert and gold mining districts of northwestern Arizona and southern California. He has some remarkable stories to relate, which we swallow with the customary amount of sodium chloride.

THE TARIFF CLERK

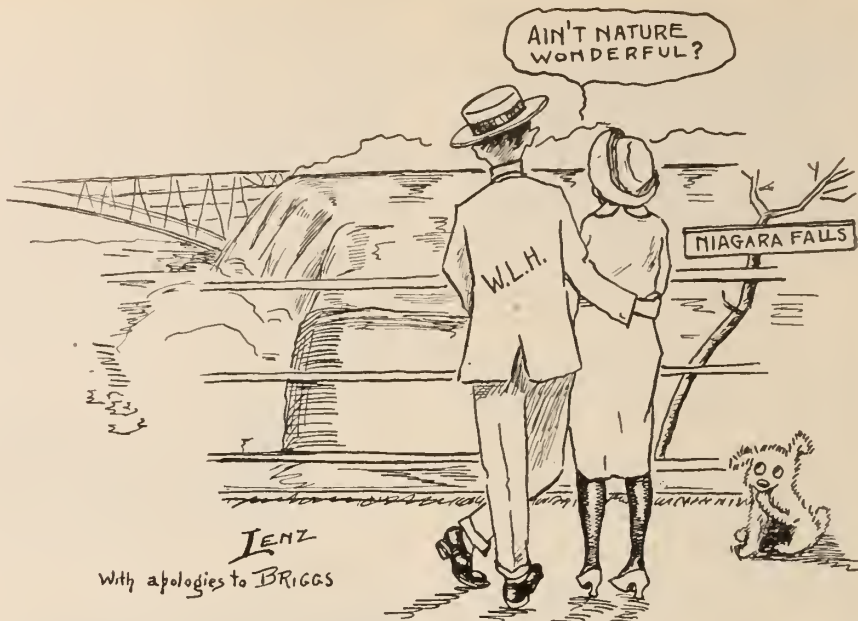
Once long ago God said as how,
We'd earn our bread by the sweat of our brow;
That for the sins of Adam and Eve,
We'd toil and sweat without reprieve;
That in the future the hideous work
Would be assigned to the tariff clerk.

H— being too mild for the T. B.,
They organized the I. C. C.
From early morn till evening late
They're making statements and fixing rates.

"The work is finished, we'll get a rest"—
When in there comes an I. & S.

One rate's too high, another low,
And they work at night a month or so.
Then comes a business man's complaint,
"Chicago's getting rates we ain't."
I. C. C. says give all a chance,
But we won't reduce, and we can't advance.

Another week at night they figger,
The printer leaves off an important "jigger,"
The devil pokes his fire and laughs,
As the tariff clerks make mimeographs
To undo the work they've already done,

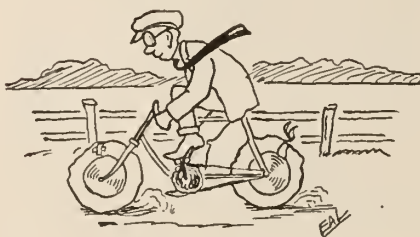


Tariff Bureau, please note!

While the letters pile up, one by one.
Oh, when God told Adam we'd have to work,
He sure had in mind the tariff clerk.

—Anon.

The accompanying picture is of some of the employes of the Tariff Bureau. They are, left to right: J. F. Bain, C. C. Swartz,



E. M. H. riding to work on his bike. It's good exercise for Elmer

M. F. Robinson, A. G. Barnett, R. B. Hager, P. E. Miller, W. P. Roberts, W. J. Kernan, L. S. Eichner, G. W. Presgrave, C. A. Wagner, F. J. Casey, G. B. Hoyt, M. E. Prenger, W. H. Webb, L. L. Bawsel, R. O. Griffith.

We have been reading with great interest the stories in recent issues of the MAGAZINE of the business which has been obtained by our employes outside of the Traffic Department, for the Railroad.

Transportation Department

Correspondent, L. K. BURNS

It is with regret that we report the resignation of an employe from the office of General Superintendent Transportation who, though still a young man, has spent twenty-two of the best years of his life in the service of the Baltimore and Ohio. On April 1, 1899, Benjamin Maitland DuBois began his railroad career as a messenger boy in the office of General Superintendent Transportation. On June 1, this year, he resigned as supervisor of Passenger Transportation, to which position Mr. DuBois had mounted by gradual steps, the first of which was that of file clerk in 1900; then to clerk and stenographer in 1903, followed by secretary to General Superintendent Transportation in 1910, and supervisor of Passenger Transportation in 1914. Then came the War and our friend was transferred in February, 1917, to the office of the Vice-President in charge of Traffic. He returned to the Transportation Department in December, 1919, and was again made supervisor of Passenger Transportation. During this long service Mr. DuBois made many friends and his genial countenance will be missed by his associates. All congratulate him, however, on his new position as district manager of the Commonwealth Fuel Company, Clarksburg, W. Va. We all wish Mr. DuBois success in his new undertaking, as also his successor as supervisor of Passenger Transportation, his old friend and assistant, R. E. Roberts.

During the recent violent thunderstorms some of our "Equal Rights" have been taking stock of sins of omission and commission, resolving, with fluttering hearts, to be better—until after the storm.

Let us introduce to you the newest arrival in this branch of the Baltimore and Ohio family, Miss Edith May Bramble, daughter of Mr. and Mrs. J. Howard Bramble. At this writing, August 4, the little lady is 2 months, 17 days old.

Clerk (to Geo. Loeblein who is purchasing a license for his dog): "What is your name, please?"

George (nervously): "Trixie."



And the office force got lined up for the picture

Auditor Passenger Receipts

Correspondent, G. FRED MILLER
Secretary to Auditor

Recently G. W. Jenner, chief clerk to auditor passenger receipts, was in the company of several gentlemen, when he heard one of them speak of making a trip to Cumberland, Md., via a line other than the Baltimore and Ohio. He suggested that the Baltimore and Ohio Railroad be used, because of its good train service, comfort, beautiful scenery, etc. The gentlemen replied that they had already made arrangements. Not disheartened, Mr. Jenner secured a Baltimore and Ohio timetable, and prepared a special statement showing the train service, etc.

Sometime later he again saw the gentlemen, and they informed him that upon the strength of his letter, five men made the trip to Cumberland via the Baltimore and Ohio, and were so pleased with all conditions in connection with the going trip, that they returned the same way.

You will see that by a few words and a little time, ten fares were secured between Baltimore and Cumberland, which was clear Baltimore and Ohio revenue.

These men are interested in some new industry at Cumberland. They advised Mr. Jenner that they intended to make frequent journeys to that city, and will in the future use the Baltimore and Ohio.

Staten Island Lines

Correspondent, G. F. GOOLIC

Thru the Eye of the Needle—
the Superintendent's Office.

"Puss in the Corner," alias Miss Grace Whalen. Grace is the original "Candy Kid;" it is said that she was raised on lollypops. Grace has the best known system in the civilized world for misfiling letters. It is her contention that if she files a lemon drop with the file on wrecks, and a marshmallow with the pass requests, a chocolate drop with the telegrams and so on, it will make her work so much pleasanter and then she can find files by the flavor. I once found some spearmint stuck under her desk. I wonder if that was put away for future reference. Grace is the girl with the musical sneeze.

"Kitty the KOP," alias Mrs. K. O. Purcell. Nope, she isn't a policewoman. K. O. P. are her initials. I've often won-



Fresh from her morning bath is fair Frances, daughter of Edward McCann, special investigator, Police Department, Pier 7

dered if tortoise-shell glasses are an affliction with some people or can the habit be acquired by anyone. I've heard lots of stories bordering on the uncanny, of how "Kitty" can make people sing by placing them in a state of "soporiferousness." It might be so, but I'm afraid that I'll have to adopt Missouri as my home state this time. I was always of the opinion that the merry mulch was the only thing that could provoke a level headed, honest American to burst forth in sonorous ejaculations.

"Irene," alias Miss I. McCarthy. It is said that Irene is terribly worried over the number of typhus cases reported. She dreads anything like that disease. It is necessary for this poor girl to make in-

numerable trips down stairs just to wash her hands so that she may not become infected with the dreaded disease. Isn't it terrible? According to my statistics and daffy comparisons, a hobo riding the rods is an industrious citizen compared to Irene.

Miss Decker, who hasn't any alias. Long Neck made this wonderful contribution to the Railroad World. For the benefit of those who don't know, Long Neck is just the other side of the Bullshead and is situated between two blades of grass. A little thing like writing letters is nothing in this girl's life. They might just as well be wrong as right. What's the difference, anyway? Some people say that Helen is a stationary clerk, too. I don't think that I could cor-

The Warning of the Desert

by
William Lawrence

THIS is the story of Bill Andrews—plain Bill Andrews. He was twenty-six years old—married—the father of as fine a baby boy as you have ever seen.

But Bill was just like thousands of other men. He had been forced to leave school and go to work when he was still young.

He had taken the first thing that came along and he had worked as hard as he knew how. But somehow or other, he didn't seem to be getting anywhere.

It was hard—terribly hard, sometimes—to make both ends meet. Sickness came—doctor's bills—the rent was raised—and all that sort of thing.

Above everything else in the world, Bill wanted to go home some night and tell his wife of a raise in salary—of a promotion that would mean a happier, better home.

I wonder if there is a man anywhere who hasn't had that same ambition, that same hope!

But that increase in salary and that promotion never came. Indeed, once or twice Bill came mighty near losing his job.

And then, one night, Bill came across an advertisement that told how men just like himself had gotten out of the rut and had gone ahead—how men with no more education than himself had studied at home in their spare time—how the International Correspondence Schools would come to him and help him to develop his natural ability.

Bill had seen that advertisement and that familiar coupon many, many times before. For two years he had been promising himself that he would cut it out and send it to Scranton. He knew that he ought to do it—that he should at least find out what the I. C. S. could do for him. But he never had.

And he might not have sent in the coupon this time, either, but for the few words under a picture called "The Warning of The Desert":

"On the Plains of Hesitation bleach the bones of countless millions who, at the Dawn of Victory, sat down to wait—and waiting, died."

Bill read that over two or three times. "The Plains of Hesitation!" "The Dawn of Victory!" These two phrases kept ringing in his ears. They worked their way into his very soul.

So he clipped that coupon, marked it and mailed it to Scranton. The literature that he wanted came by return mail.

Bill told me the other day he was surprised how interested he became in his lessons—of the personal interest the teachers at the I. C. S. took in him—how his employers learned about his studying and saw evidence of it in his work.

"The most important moment in my life," says Bill, "was that moment four years ago when I sent in that I. C. S. coupon. And the happiest moment of my life was when I went home with the news of my first real increase in salary and my first real promotion. If I hadn't sent in that coupon I'd still be working at a humdrum job and a small salary."

HOW much longer are you going to wait before taking the step that is bound to bring you more money?

The way is easy. Without cost, without obligation, mark and mail this coupon. It takes only a two-cent stamp and a moment of your time, but it's the most important thing you can do today.

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX E501-3 SCRANTON, PA.

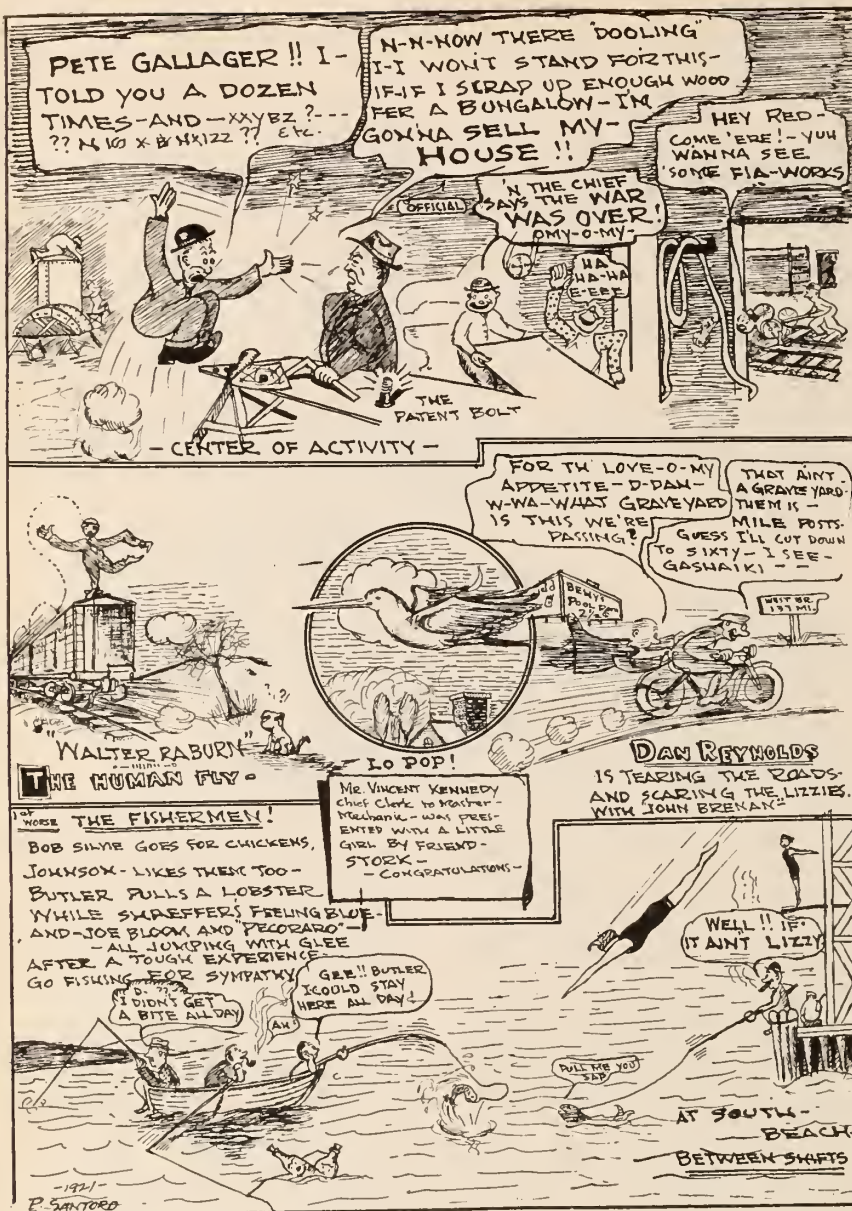
Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

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| <input type="checkbox"/> LOCOMOTIVE ENGINEER | <input type="checkbox"/> Pharmacy |
| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> TRAFFIC MANAGER |
| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> R. R. Gen'l Office Acct'g |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> BUSINESS MANAGEMENT |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> Business Correspondent |
| <input type="checkbox"/> MECHANICAL ENGINEER | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> ELECTRICAL ENGINEER |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> MINE FOREMAN OR ENG'R |
| <input type="checkbox"/> Ship Draftsman | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> AUTOMOBILES |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Good English <input type="checkbox"/> Spanish |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> AGRICULTURE <input type="checkbox"/> Math's |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> Poultry Raising <input type="checkbox"/> Banking |

Name _____
Present _____ Employed _____ 7-1-21
Occupation _____ by _____
Street _____
and No. _____
City _____ State _____

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

Please mention our magazine when writing advertisers



Santoro's Monthly Review

roborate that exactly for she does move occasionally but she has charge of the cabinet. Oh, I see—stationery. Oh?

"Joe," alias J. Langford. This young man is a member of the Alumni of Mr. McKinley's Finishing School. Some people seem to think that he didn't get the proper finishing for he is still with us and his pleasant (?) baritone may be heard in most any portion of Pier 6. "Yes, this is Mr. (?) Langford" (Ask "Bill" Ivers). "Joe" hails from Eeltown and it is there that he enjoys life in the company of his better half.

"Ike," alias I. Houseman. "Ike" is a glutton for punishment; recently he signed his own death warrant. He is about to agree to "LOVE, HONOR and OBEY." We mourn our loss for he was such a nice fellow. At present "Ike" is starring in a drama with Mr. Kelly with a cast of a hundred shacks or so, entitled "Write the answer in the Book," "Sign the Paper or drink the Ink." It is a powerful tear-jerker.

"Pete" alias J. V. Costello. "Coss" is "Ike's" predecessor. When "Coss" was on that job he used to run the Railroad Club and the E. M. B. A., and in his spare moments, if there were any, he would take care of Mr. Kelly's affairs. "Coss" doesn't mind working but at present he has the spring fever. The truth about the thing is

it hasn't left him since he contracted it last spring. In other offices they don't call it spring fever, but "passing the buck." Oh! well, us girls have our troubles.

"John" alias John Goodski. We watched this fellow for several months to try to detect a weakness but we failed to find any. He is short and fat and would not crack a smile or permit himself to partake of any idle banter for anything. We found a



"Frenchy", the Prince of South Beach,
Frank Avezac

minor weakness just before going to press however—he eats up statements.

"Henry" alias Henry Kiehn. When President Wilson selected Burleson for postmaster general he thought he had made a choice that would stand the acid test of time but that was one mistake he made. He never saw Henry. Mr. Deem's mail is routed via Alaska by this young man to give it the benefit of the air. Mr. Groeling's mail is sent around the Horn and back through the Panama Canal just for the fun of it. We here in the Baltimore and Ohio are mighty lucky that Goddard isn't sending freight carrying rockets to the moon. Not that he might route the yard office mail via the moon route, but you never can tell.

AUF WIEDERSEH'N.

James McKiever, the "lionhearted" fireman from Mariners Harbor, has forsaken the ladies and has taken to breeding canaries. It is now a common sight to see him promenading on the prominent streets of his home town with several of his prize winning canaries on a leash.

Engineer Thomas May, the "Irish aviator," who several years ago changed his domicile from Rosebank to the more desirable Jersey Street, and whose palatial residence now bears the sign "Polski Sklep," has acquired the habit of claiming time for all days taken off by engineers ranking him on the seniority roster. He must be related to Ponzi.

Apparently Aleck Conley's auto now burns fuel oil. It makes more smoke than any Arlington engine and attains a speed of ten miles per hour. On May 8, a motorcycle policeman was seen telling Conley to keep near the curb and let automobiles pass.

The accompanying picture is of Night Yard Master E. Weissner and Eastbound Clerk John J. Larkin, of St. George Yard.

We also have a picture of "Frenchy, the Prince of South Beach," otherwise Frank Avezac.

The engagement of Division Engineer J. Louis Suessero to Miss Anna M. Bones of Tompkinsville, Staten Island, has been announced. Congratulations!



Just me and John—E. Weissner and John J. Larkin



May I run in the fat ladies' race? Margaret O'Connell, 9 months old

Baltimore Terminal Division Agent's Office, Camden Station Correspondent, W. H. BULL

This office is to be congratulated—particularly the Cashier's Department—for one of its clerks, Miss Margaret Grammes, won the first prize (\$1,500.00) in the News-American Fashion Show Beauty Contest. The prize, a \$1,000.00 gown, was worn by her in the Fashion Show at the Fifth Regiment Armory; besides she got the equivalent of \$500.00 cash. In the August issue of the MAGAZINE there appeared a clipping from "The News," which told what the judges thought of her.

Miss Grammes owes her triumph to her brother, who persuaded her at the last moment to enter her name and photograph in the contest, and it was he who escorted her to the contest at the Belvedere. The fact that she came out first, she said very candidly, was a complete surprise; so much so, in fact, that when she called up her mother from the Belvedere to tell her the wonderful news, she "couldn't make her believe it."

The friends of Miss Grammes were very much elated at her winning the prize, and at the close of business gathered to congratulate her. P. J. Treuschler, the assistant agent, in a happy little speech on behalf of fellow-employees, presented her with a large basket of flowers.

The friends of Miss Gladys Schoal, formerly of the Cashier's Department, will be pleased to learn of her recent marriage at Indian Neck, Va., to Dr. Christudulo Constantine. Dr. and Mrs. Constantine will make their future home in Jacksonville, Florida.

F. D. Green, Cashier's Department, is to be congratulated. The stork recently left at his home a fine boy, who has been named Merrill.

The accompanying picture is of Miss Margaret A. O'Connell, age 9 months, daughter of Ray J. M. O'Connell of the O. S. & D. Department.

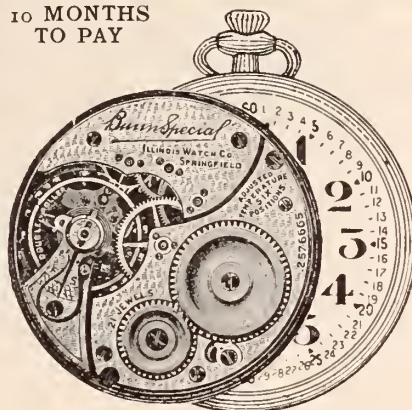
Around the Terminal with Heiser RED HEAD

Whim! Wham! red headed Sam.
Bim! Bam! that's who I am—
Throttle puller. Grease on my coat;
Reverse bar expert on a big iron goat;
A hundred cars and a little red hack,
Pay day's gone but she's comin' back.
Whim! Wham! old tallow can.
Bim! Bam! I'm a railroad man.

Guaranteed Railroad Watch ON CREDIT

BUY TODAY—
10 MONTHS
TO PAY

FAMOUS



"BUNN SPECIAL"

\$5.00
A Month

THIS celebrated "Bunn Special" guaranteed to pass rigid inspection, at your jeweler's cash price. It is Lever Set, 21 Jewels, adjusted to 6 positions, Montgomery R. R. Dial, Gold Filled Case.

NO MONEY IN ADVANCE

It won't cost you a cent to examine it; if you don't like it—send it back! You must be satisfied—then pay only \$7.50 and the rest in ten additional monthly payments of \$5.00 each—a few cents a day. No Security—No Red Tape. WE TRUST YOU. Write TODAY for full particulars of this Great Watch Offer and for YOUR beautiful De Luxe FREE CATALOG 841-P.

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Bing! Bing!
"Officer, bring the man out of number 17!"

Bing! Bing!
"Francis DeVoughes, you are charged with stealing a cow, valued at 30 cents, from Mike Mitcheal, operator, at Camden Cut. What have you to say for yourself?"

"Judge Locheal, your honor, I didn't steal the cow."

"But Officer "Shorty" Wolfe charges that he found the cow in your back yard."

"It's this way, your honor; I was walking peaceably along the tracks when I saw a piece of rope, I picked the rope up and dragged it home; when I got there I found a cow tied to the other end."

"It's my cow, your honor, and I've been missing my chickens, too."

"Silence in the court, Mr. Mitcheal—fifty dollars and costs, Mr. DeVoughes. The next time you find a piece of rope, look on both ends. Take him away, officer, and bring the man out of number 12."

Bing! Bing!

On Thursday, July 28, the boys from Camden Yard, with their wives and children, spent an enjoyable day on "Shorty" Weber's shore on Bear Creek. The party met at Camden Station at 10 a. m., and after loading up on an automobile, arrived at the shore about 11 o'clock.

After raising the flag, they all donned bathing suits and spent the rest of the day in them. Bathing and pitching quoits were among the sports of the day. At 7.30 in the



Some of the boys and their families on an outing at Bear Creek

evening the party voted that an extremely hot day had been put in in a very pleasant way, and all were ready to go home. The bathing suits will be put away among the moth balls until another summer comes.

The accompanying picture is of Elizabeth Kelley, the little daughter of Dispatcher "Ed" Kelley. We wondered why "Ed" seemed so proud. Now we know!

Mount Clare Shops

Correspondent, MISS MOLLIE ALBRECHT
Secretary to Superintendent

Superintendent of Shops Office

It was quite amusing to see how poor old Davis tried to stop chewing tobacco. The spirit was willing, but the flesh was weak. After a three-day trial he said he couldn't stand it any longer and started to make up for lost time. During the trial, he claims he was so sick (although he didn't look as though he needed an undertaker), and that tobacco was essential to his health! We'll give him Lawrence's watchword: "Don't give up the ship!"

John Henry Pool is always yelling over the telephone to some poor fellow in the shops, but there is a certain young lady (we don't know her name), who has the happy faculty of being able to make even John Henry talk like a "regular feller." We'd like to know her; she is a charmer, to say the least.



Some call her just Elizabeth, And others call her Bess, But Dispatcher Edward Kelley is Right proud of her, we guess

Please mention our magazine when writing advertisers

Baltimore Division

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

Miss Pearl Berrett and Miss Emma Timmerman, clerks, spent a week of their vacation period at Atlantic City. In the group picture standing, left to right, are: Miss Pearl Berrett, Miss Emma Timmerman, Miss Berrett's sister.

A record was established on the East End when the East Side relief train was not called out on line of road from May 26 to July 11. The relief train on the West End was called out only once during the month of June; this was for the derailment at Savage, Md., on June 11.

We regret to chronicle in these columns the sudden death of Brakeman O. L. Blyler on the night of July 20, at his home. Mr. Blyler was also a promoted conductor and in the prime of his life.

We also regret to record the death of Brakeman Robert Manko, who died on Saturday, August 5. Mr. Manko had been reinstated in the service and was on his first trip on July 16, when, while coupling cars, he met with the injury which terminated in his death.

Misses Emma Schleisenger and May Schammel, clerks, spent part of their vacation in the wilds of New Jersey and some interesting photographs were taken. One was of Miss Schammel as a milk maid, but as the cow was shy of the picture we are not able to reproduce it in these columns.

Passenger Station, 24th and Chestnut Sts.

Correspondent, CHARLES A. ALLEN

Our new entrance on Market Street at 24th, gives us a prominent entrance which cannot fail to increase our passenger traffic and bring to this portion of Market Street an era of prosperity in keeping with the other portions of this busy thoroughfare. This is a great improvement over our former entrance on Market Street, which was through the 24th Street Station of the Philadelphia Rapid Transit Co.

The passengers will now go through a short arcade with a store on either side, and then along a balcony of concrete whose dignified simplicity will be admired by all who use it. The Chestnut Street end is just far enough from the station to allow a fine view of our artistic building.

We must congratulate the designer of this entrance on the appearance of this piece of work, which adds greatly to the charm of this gateway to the "City of Brotherly Love."

After five months of patient suffering, Miss Anna Krumm, Division Accountant's Office, passed away July 28. Age 21 years.

Washington, D. C., Freight Station

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

Our efficient Fire Department had an opportunity recently to display its ability, and well did they measure up to the occasion.

Shortly after returning from lunch, one of the office force, whose window faces the automobile unloading platform, noticed that one of the Ford machines that were being assembled was on fire, and in danger of being badly injured. The Fire Marshall, Foreman J. T. Mathews, was in the office at the time and his attention was immediately called to the matter. He rung in one of our private alarm boxes, which immediately called the members of the department to the scene. In less than five minutes the fire was out, and the Ford Machine, which was only slightly damaged, was being carried in state off the platform to the repair shop. In the meantime, one of the

Ford employes, anxious to prevent the conflagration from spreading, and not knowing of the proficiency of our fire department, sent in an alarm from the city fire box, located just outside our building. The result was that very soon several of the city departments responded to the call; but of course when they arrived, they found nothing to do but take notes of the occurrence. There is no doubt that the prompt action of Fire Marshall Mathews and his men prevented what might have been a very serious affair, as the burning Ford was standing between two lines of freight cars, any one of which might have taken fire and started something that could not so readily have been extinguished. Our department does not often have an opportunity to show its ability (speaks well for the watchfulness displayed by our force), but when it does, it comes right up to the scratch every time!

Speaking of efficiency, the following from a well-known furniture house in this city is worth repeating:

WASHINGTON, D. C., June 17, 1921.
Baltimore and Ohio Railroad Co.,
Freight Department.

Gentlemen—We are well pleased with the management of this department.

Where there are competing lines we give your road the preference.

We are,

Very respectfully,
(Signed) E. P. TAYLOR Co., Inc.
By W. H. Spragg, President



Claim Clerk J. T. Carr and the best granddaughter in the world

Some of our force have enjoyed short vacations, and have returned with many interesting things to tell about.

Our claim clerk, J. T. Carr, spent some time in Sioux Falls, South Dakota, visiting his daughter and son-in-law, and, last, but by no means, least, his GRAND DAUGHTER! This granddaughter is "some baby" as is evidenced by the accompanying photograph showing Grandpop holding on to her with all his might. In the rear of the picture Grandma Carr appears, holding up her arms in horror at the possibility of a slip on Grandpop's part. The photograph is one of the best of our veteran claim clerk that it has been our good fortune to get hold of.

General Foreman and Mrs. J. T. Mathews spent two or three days at Niagara Falls, and came back with the enthusiasm regarding that wonderful place that most people have on their first visit to the falls.

The Misses Clara and Della Porton spent their vacation partly in Port Jervis and partly in the Catskills. They chose a beautiful spot to rest in.

Mrs. Bertha Perry, abstract clerk, enjoyed a few days at Montour Falls, N. Y., and also made a first visit to Niagara Falls.



Who'll smoke the "peace pipe" with little "Bobby" Peach?

Engineer of Tests

We all enjoyed Willie Hokemeyer's efforts to balance the platform scales with a four pound bucket on them; and yet, Willie still declares he never saw the bucket on the scales! Come to think of it, it mightn't be the weather, but Elsie again.

Barnes would like the paymaster to know that his name is Hosea Barnes, and NOT MOSES! He says his last check was made payable to Moses Barnes. Well, anyhow, Barney, both the names came from the Good Book, so there is no occasion for worry.

The accompanying picture is of little "Bobby" Peach, son of "Eddy" Peach of the Chemical Laboratory. "Bobby" has the pipe, but no tobacco; hence the frown.

Storehouse

During the hot weather in July, we noticed in a Chicago paper that all the ladies were wearing bathing suits to do their shopping in, although some of the suits had never seen the water, and never would. We even heard they were wearing these garbs in restaurants (good ones, too), and it was quite a daily occurrence to hear a lady remark that she was going to step into her bathing attire for dinner. We do not doubt now why certain people went to Chicago!

Cupid must be asleep at the switch! Maybe he's on his vacation.



One, two, three,
Who are we?
Read the notes
And you will see



Cakes an' caramels, an' peaches, an' oh, what a picnic!
(See Pittsburgh Freight Station notes.)

One of our force, who has been with us for a number of years, Steward F. Mehl-felt, has left us to engage in the lumber business with one of the largest lumber dealers in the city. We were sorry to lose "Stew" but wish him all success in his new venture.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
R. G. ALLAMONG, *Secretary, Y. M. C. A.*
JOHN SELL, *L. P. Clerk, Superintendent's Office*

Martinsburg Shops

Correspondent, W. L. STEPHENS

Horace P. Tabb, operator, Martinsburg, has retired from active duty after a service record of 53 years. Mr. Tabb started in as operator on the Valley Branch. Later he came to this station, where he has been in active service for 40 years. Mr. Tabb retires to a well earned rest. May he enjoy many more happy years!

A. R. Sperry, local ticket agent, has retired after 39 years of service. He started with the Baltimore and Ohio as agent at Mountain Lake Park. Several years ago he came to the office at Martinsburg from Harpers Ferry. Mr. Sperry proved to be a capable and efficient agent, popular with his fellows, and held in high esteem by the traveling public. Mr. Sperry will spend the remainder of his life in the Southland.

Mrs. Rosa C. Brown, wife of Veteran Martin L. Brown, died at her home in this city after a long illness. Mrs. Brown has been an invalid for several years. She was formerly Miss Rosa Berlin, and the last member of the Berlin family, her brother having preceded her to the grave about a year ago. Both Mrs. Brown and her brother will be remembered by many of our railroad folks who moved from Martinsburg to Brunswick when the terminal was moved. Brother Brown has the sympathy of a wide circle of friends in his bereavement.



Hurrah for the new section gang!
Pittsburgh Station

Pittsburgh Division

Correspondents

E. N. FAIRGREIVE, *Car Distributor, Office of General Superintendent*
ELMER H. STOLTZ, *Pittsburgh Freight Station*

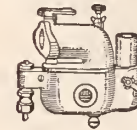
First in our photograph gallery, we see a crowd of the fair sex at Pittsburgh Freight Station, who are enjoying noon hour with their picks and shovels. Look out, Boys! They are, left to right: Misses Theresa Gannon, Elizabeth Conn, Rachel Cromer, Mary Sullivan ("Its a wee bit heavy but I can hold it"), Irene Verner ("Hurrah, for the Section Gang"), and Minnie Sassee.

The accompanying picture shows a few of our girls enjoying a luncheon at Miss Margaret Bulford's Farm, Bellevue, Pa. They are, left to right: Misses Katherine M. Beck, Clara M. Beck, Rachel Cromer ("O, my but it's aupa good!"), Hazel Evans, Elizabeth Conn and Odessa Cochran.

Please mention our magazine when writing advertisers

BEATS 10¢ GASOLINE

Increases Power and Mileage 40%



Amazing auto invention. Wonderful new carburetor. Guaranteed to reduce gasoline bills from one-half to one-third and increase power of any motor from 30 to 50 per cent.

Sent on 30 DAYS' TRIAL

Fits any make of car. Put on in a few minutes. Ford's make as high as 40 miles to a gallon of gasoline. Other cars show proportionate increase. Take advantage of our special 30-day trial offer. Name your car. AGENTS WANTED

AIR FRICTION CARBURETOR CO.
1402 Madison Street Dayton, Ohio

Monongah Division

Correspondents

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

VERNON A. LYON, *Assistant Ticket Agent*,
Clarksburg, W. Va.

Clarksburg, W. Va.

Miss Nellie G. Comer, former posting clerk, Freight Office, was transferred to the position of clerk in the yardmaster's office.

Miss Mary Grosscup, who has been absent for some time, is now, we are glad to say, back on the job again.

Mr. and Mrs. W. E. Summers are the proud parents of a daughter, born on June 3. The little girl's name is Betty Jane. Her daddy is general yardmaster here. We extend our congratulations.

James R. Foster, assistant claim agent, who has been located here for several months, has been transferred to the Philadelphia Division. Good luck, "Jimmie!"

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent*, Weston, W. Va.

"Happiness comes from doing ones work well, being busy, doing something for others, improving one's ability to do things, and increasing one's knowledge, so that the opportunity for service is greater each year."

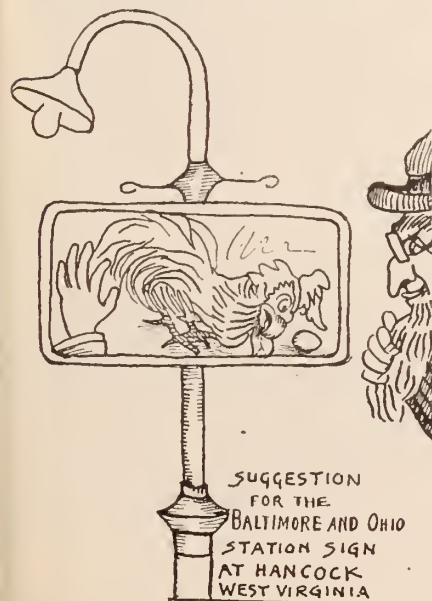
"Use The Baltimore and Ohio."

One of the most important things today is to get busy and secure all the freight and passenger traffic we can for our Railroad. Therefore, it seems appropriate that the place of honor in our notes this month should be given to a picture of our esteemed friend and co-worker Samuel Strachan, recently division freight agent, Charleston, W. Va., and lately promoted to assistant to the general freight traffic manager.

Samuel Strachan was born in Parkersburg, W. Va. He spent his younger days as a printer's "devil," typesetter, etc., on a country newspaper in eastern Kentucky. (See how these newspaper men get ahead?)



Daddy is Cash Clerk Porter, and I sign my name "W. J."



Cartoon by E. B. Pierce, Valuation Department



Samual Strachan, now assistant to general freight traffic manager

We have one in the White House now, and who knows but that some day "Sam" won't be there to?) He commenced railroading with the old Chattaroi Railroad, now a part of the Chesapeake and Ohio at Louisa, Ky. Here he worked his way up as operator, agent, clerk, chief clerk and soliciting agent. He came to the Baltimore and Ohio as soliciting agent at Memphis, Tennessee, later being promoted to traveling freight agent. From 1911 to 1916 he was traveling freight agent at New Orleans, and from October, 1916 to August, 1917, commercial freight agent at Pittsburgh. He was then promoted to the Commercial Development Department in Baltimore, where he remained until February, 1920, when he was appointed division freight agent at Charleston.

Of a diplomatic and good natured disposition, Mr. Strachan made every one on the division, employees, officials and shippers, his personal friend, and though we regret to see him leave, we congratulate him on his promotion, and we congratulate the general freight traffic manager on securing so able an assistant.

F. M. Jordan, former division freight agent, Grafton, has been appointed to fill the place vacated by Mr. Strachan. We welcome him to our family.

Superintendent W. Trapnell underwent an operation for appendicitis early in June. After leaving the hospital at Elkins, he spent a couple of weeks in Ocean City, Md., with his family recuperating. We are glad to say he is now with us again, entirely recovered.

Mrs. W. H. Schide, wife of the superintendent's chief clerk, is in St. Mary's Hospital, Clarksburg, having recently undergone an operation for appendicitis. We are glad to have favorable reports and all extend our sincere good wishes for her early and complete recovery.

Conductor W. F. Miles, of the Buckhannon-Pickens drag, spent a month traveling through California and Western Canada. From the cards he sent us, we surely would like to have been with him.

Foreign Cars Cost Your Company One Dollar per Day. Watch Them

We take pleasure in printing a picture of Conductor D. T. Foy, one of our old timers, and a man who is always looking for a chance to help the good work along.



Conductor Foy, Gassaway

Entering the service in 1914 as brakeman, he soon became a conductor, and has earned for himself an enviable record for efficiency, hard work and prompt movement of his train.

The Elk Line Club at Gassaway, which is made up principally of Baltimore and Ohio employees, recently gave its last dance of the season. This club has given a number of card parties and dances during the past few months and has added much to the gaiety of the town.

C. E. Shephard, Wheeling, has been appointed general foreman, Gassaway. We are glad to welcome him to the Charleston Division.



YOU WILL FIND THESE ON THE CHARLESTON DIVISION

1. A busy day at Orlando; the hustlers are: Truckmen E. S. and R. M. Riffle, and W. H. Mills, clerk. 2. Dispatcher A. C. Mason, the Weston "heart-breaker." 3. The "Marble Palace," home of Trainmaster Deegan, Road Foreman Marsh, Captain Rieman, John Workmeister, "Charlie" Criswell and "Doc" Fleetwood. 4. Yard Clerk "Bill" Hefner, "our old pal." 5. Byron, two year old son of Conductor W. W. Bright, challenges any locomotive on the division to a race with his kiddie kar. 6. Well, well, well! Here are Conductor Berry and Attorney Fleisher. 7. Ronald and Donald (sounds like poetry, doesn't it?), but we call 'em "Pug" and "Don"—sons of Dispatcher W. W. Young. They are four and six years, respectively. 8. And bless his heart, here's the "Pride of the Force," Lieut. H. H. Huff, from down thar at Weston

Save Coal

The Charleston Division held a fuel saving campaign during the last two weeks of July. Everyone was much interested in this work, and we await the figures showing results obtained, with much interest.

Save a Claim a Day

During the past two months, owing to the absence of our superintendent, Claim Prevention meetings have not been held; now that he is with us again, the meetings will be resumed. This also applies to our safety meetings.

General Superintendent J. M. Scott recently spent a day in Weston, inspecting the offices, shops, etc., and holding a meeting with the division staff.

We have lots more to say, but as our editor, on account of conditions in the printing department, has limited us to three pages, we will have to stop. We hope that conditions will soon be such that the usual correspondence may be resumed. Meantime, we want to advise those who have been kind enough to send photographs, notes, etc., that they have not been overlooked, but will be printed as opportunity offers.

Business continues dull, and we hope every one on the Division will continue—as they have been doing—to hunt up business for our Company, and AVOID WASTE.

Western Lines

General Offices, Cincinnati

E.W. SPILLE, *Pass Clerk*, General Manager's Office

E. H. HENKEN, *Assistant Chief Clerk*, Division Freight Office

Lieutenant Edgar B. Ritchie

Funeral services for Lieutenant Edgar B. Ritchie, former private secretary to George W. Squiggins, general passenger agent, Cincinnati, who was killed while serving with the 355th Infantry, A. E. F., at St. Mihiel, France, September 15, 1918, were conducted on Friday, August 5, by the Rev. H. B. Sanders at the First Presbyterian Church, Ludlow, Ky.

Services were in charge of the Edgar B. Ritchie Post, American Legion, of Ludlow, Ky., and soldiers from Fort Thomas. His remains were buried in Highland Cemetery, Fort Mitchell, Ky., with full military honors. Members of the Edgar B. Ritchie Post and of the Norman-Barnes Post, Covington, Ky., acted as a guard of honor.

As a mark of respect to the fallen hero, Mayor Thomas Balsly, of Ludlow, issued a proclamation calling upon all business houses to close for a period of three hours on the afternoon of the funeral.

Edgar B. Ritchie entered the service of the Baltimore and Ohio at Cincinnati in the office of general passenger agent, as junior office boy. His studious nature and untiring efforts won for him rapid promotion until he attained the position of private secretary to the general passenger agent, Cincinnati, which post he held at the time of his entering the Officers' Training School at Fort Benjamin Harrison near Indianapolis. Here he secured a commission as first lieutenant. A short time after receiving his commission he was sent over-seas and attached to the 355th Infantry, A. E. F. While in charge of a munition train he was struck by a fragment of an aerial bomb dropped from a Boche plane, and instantly killed.



Lieutenant Edgar B. Ritchie

Lieutenant Ritchie was also a Mason and Masonic services were conducted at the grave in Highland Cemetery. A military salute was fired by a squad of soldiers from Fort Thomas, Ky.

He was 27 years of age and is survived by his widowed mother, Mrs. Glenna J. Ritchie, two brothers and a sister. One of the brothers, Casper M. Ritchie, is at present cashier in the General Passenger Office at Cincinnati.

Cincinnati Terminals

Correspondent, JOSEPH BEEL, *Chief Clerk to Superintendent of Terminals*

Do you know Wm. Hampton, "General Wade Hampton," the swamp angel of North Carolina—in service since 1892 as inspector and truck man. Wade has been a faithful and conscientious worker. We are trying to have him become a member of our Veterans' Association.

Yard Conductors "Pat" Mahoney and "Jerry" Halpin, who run the 1st and 2nd trick crew at Gest Street, have become expert car accountants from the nice work they are doing in handling the spotting record. You can't tell them anything about the switching now. They will tell you, "Good work, boys, it keeps us all."

The accompanying picture of East Norwood Station was taken during the month of August, 1884, when the double-track of the old Cincinnati, Washington & Baltimore Railroad ended there. The other tracks are of what was known as the Cincinnati Northern, a narrow gauge railroad and now the C. L. & N. The names of the men in the picture, from left to right, are—P. J. Heerny, agent at Vinton, Ohio, now dead; C. H. Kelly, agent and operator, at present working at East Norwood as operator, and George Hammit, then section foreman of the Cincinnati Northern. At the time this picture was taken, there were only three houses in East Norwood and two under construction. During the flood of 1884 this was used as the Union Station for all trains.

To a Haughty Young Lady

You're grown up now, and quite demure,
You pass me with a haughty bow,

Please mention our magazine when writing advertisers



Send No Money

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. Guaranteed to pass inspection on any railroad.

After Trial a Few Cents a Day

The watch comes express prepaid to your home. Examine it first. Only if pleased send \$5.75 as first payment. Wear the watch. If after 10 days you decide to return it we refund deposit immediately. If you buy, send only \$5.75 a month until \$57.50 is paid.

ORDER TODAY Just send us your name and address. No red tape. Just say, "Send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

Our 128-page catalog, No. 4016 shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

J.M. LYON & Co. { Dept. } 1 Maiden Lane
4016 { New York City

You have forgotten me, I'm sure,
You barely recognize me now.
To you I'm just like other men,
You are so distant and so cool,
And yet there was a time, dear Ruth,
When I let you chew my gum in school.

You don't recall when we were beaux,
And swore we'd never, never part,
You said forever you'd be true,
And so did I; I crossed my heart.
But Jack has come into your life,
To you I'm a presumptuous fool,
And yet there was a time, dear Ruth,
When I let you chew my gum in school.

Joe O'Donnell's favorite melody is,
"You're the flower of my heart, sweet dandelion."

A wise old owl lived in an oak,
The more he saw, the less he spoke,
The less he spoke, the more he heard,
Why can't Alfretha Bromley be like that bird?

Guess who says:
"Gee, whackey!"
"Gosh, Hemlock!"
"I think that's silly."
"That's the spirit."
"Oh, well, if I checked if you know it's all right." (Cliff Backer gets one guess.)



East Norwood Station as it appeared in August, 1884

New Castle Division

Correspondent, J. A. JACKSON

Our sincere sympathy is extended to A. F. Alexander, relief agent, in the death of his father, which occurred in Akron recently.

Superintendent D. F. Stevens has returned from a two weeks vacation spent at his summer cottage, Crooked Lake, Ind.

J. L. Shriver, road foreman of engines, has returned from a two weeks vacation spent along the Allegheny River. We have not heard of any extraordinarily large catches yet, but as the leisure hours develop it may be that we will hear some real fish stories, as "Jack" is a terror with the rod and reel.

R. P. Canty, baggagemaster, Youngstown, Ohio, died very suddenly at his old home in Cumberland, Md., on June 20, his death being attributed to heart trouble. Mr. Canty came to Youngstown from Pittsburgh, Pa., in September, 1918, and gained the respect and esteem of his fellow employees, as well as the travelling public with whom he came in contact. He was reliable and trustworthy and rendered valuable service to the Company. His presence will be greatly missed by his many old time friends in the Youngstown District. The funeral was held from the Catholic Church in Oakland, Md., on June 23, with interment in the cemetery adjoining. A host of sorrowing friends extend their sympathy to the members of his family.

A distressing accident occurred in the New Castle Junction yards on Wednesday, August 3, when Yard Brakeman Elmer Gohn was caught between the engine and a cut of cars which he was engaged in switching, and so terribly crushed that death ensued shortly afterwards. Brakeman Gohn was one of the old time employees of the New Castle Division, a promoted conductor. Owing to the reduction in forces, however, he was acting as brakeman at the time of his death. Funeral services were conducted from his late residence on Friday, August 5, and were largely attended. The sympathy of his fellow employees is extended to the widow and family in their great loss.

The picture shown here is of Miss Pheobe Johnson, ten year old daughter of Captain of Police T. L. Johnson, who is now located at Youngstown, Ohio. Miss Johnson is conceded one of the best toe dancers in the state. During the war she entertained the soldiers at Camp Meade and



Miss Pheobe Johnson

also at entertainments given for the benefit of disabled veterans. Possessed of a pleasing personality and with a charm that has endeared her to her host of friends among the employees of the Railroad, she is ever willing to assist in any entertainment given for our employees and their families.

We Wonder What Would Happen If—

Sam Rosen would get bald.
Duffy would forget to swear.
Vogan was without a chew.
Beatrice was on the outs with Jim.
Peebles would get slim like Pool.
Fred Ellis would go to a dance.
Carl Hanna would get married.
Blanche would get a fellow.
Ed. Merriman would get fat.
Eilbeck would buy a diamond ring.
Pool would forget to run to Mahoningtown.
"Charlie" would get a haircut.
Balentine would say something.
Minnick would forget where Beckford Street was.
Gladys would stop saying "Oh James!"
"Pete" would shave off his mustache.
McCarthy would stop playing Rum.
Ritty would buy a pack of Mail Pouch.
Hazel would ever weight two hundred.
Thatcher would go back to Florida.
Margaret would make up with "Doc."



The late Daniel Lester Host, Newark Division

J. E. Morrissey, tonnage clerk, New Castle Junction, is surely in possession of a lucky rabbit's foot, having just recently drawn the winning number for a "Henry" touring car, given away by the local council of the Knights of Columbus. "Johnny" was not content with the prize he won, so he turned "Henry" in for a Buick. We're not a bit jealous of John's good luck, but would like awfully well to see him a little more sociable, and at least give the poor tired girls a ride once in a while.

One of the very popular pastimes indulged in during he lunch hour at New Castle Junction is the horse shoe pitching contests. McGaughey, Morrissey, Thomas and McWilliams comprise the "BIG LEAGUE" with Ellis, Rosen, McCarthy and Poole holding up their end in the "MINORS." Some real stars are being developed, and we're in hopes of having a world's series right in our own back yard this fall. (Let's hear from "Duke.")

Signal Supervisor and Mrs. J. C. Hoffman were sadly bereaved on Sunday, July 31, in the death of their three year old son, J. Charles. The funeral was held at Barberton, Ohio on Tuesday, August 2. The sympathy of the New Castle Division employees is extended to the parents in their great loss.

Mr. and Mrs. L. W. Strayer, of the Hamilton Apartments, were sorely bereaved in



The late Richard H. Beall, Newark Division

the death of their infant son, William Good, aged four days, on Monday, August 1. Mr. Strayer was formerly division engineer on the New Castle Division, having but recently accepted the position of assistant chief engineer of the Johnson Limestone Co. The sympathy of their many old friends of the Baltimore and Ohio is extended to them.

Newark Division

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, Newark (Ohio) Shops

Engineer Edward Ryan is on the job getting business for the Baltimore and Ohio. While on an outing at Woodstock, Ohio, recently, he learned that two parties with whom he had become acquainted, were making a trip to Washington, D. C., and that it was their intention to travel via the line of one of our competitors. Mr. Ryan, in his very convincing way, outlined the advantages of our service and told of the beautiful scenery on the Baltimore and Ohio, mentioning that he was himself a Baltimore and Ohio employee. The result was that they purchased two tickets, Columbus to Washington and return, via our line, using sleeper both ways.

Richard H. Beall

The recent death of Richard H. Beall marks the passing of another Baltimore and Ohio Veteran.

He began his railroad career in 1860 as a water boy, later entered Piedmont Shops, in 1866 was transferred to fireman, was later promoted to engineer and continued in that capacity until 1909, when failing health compelled him to retire. His father before him was contractor on the work of building the Third Division.

His death occurred at Barnesville, Ohio, after an extended illness. He gave the Baltimore and Ohio 46 years of loyal and efficient service, and during that time made a host of friends who grieve that he has been taken from them.

Columbus, Ohio
Daniel Lester Host

Born at West Carlyle, Ohio, on January 2, 1860, his spirit breaking the bonds of this earthly prison June 5, 1921, and returning to Him who gave it, Daniel Lester Host has gone to rest in the peace and happiness of an eternal home.

Mr. Host was educated in the common schools of Frazersburg, Ohio, choosing telegraphy as his profession. This he learned on the Pennsylvania Railroad in 1881, being employed by this company until entering the service of the Baltimore and Ohio on July 25, 1882 as telegraph operator. He resigned in September, 1882, to enter the service of the N. Y. N. H. & H.; was re-employed by the Baltimore and Ohio as copy operator, Columbus, Ohio, on January 18, 1885; promoted to dispatcher, Columbus and Newark Division on July 20, 1885. He served in this capacity until January 11, 1904, when he was promoted to trainmaster and chief train dispatcher filling this position until about the middle of 1918, when his health failed so that he was unable to attend to duty. He was retired March 1, 1919.

Though his cheerful salutations are silenced, he is not forgotten by the hundreds who knew him in life. He always had a good word for all and an ill word or feeling for none, regardless of their rank in life. Even when his body was racked with the pangs of illness his associates knew it not unless they were able to read it from his countenance; he never complained more than to sometimes say "I feel a little knocked out." To charity and those individuals needing help or even asking for it he was a most liberal giver, never considering whether it would be returned or not, and loaning sums that he knew would never be returned, always remarking, "Well if it will do them any good, they are welcome to it." He was ever ready to do all he could towards the furtherance of anything that would tend toward the advancement of his fellow man.

In the performance of his duties as an official and representative of the Company, he was a most lenient judge—always holding that a personal association with those under his jurisdiction would accomplish greater results than to administer punishment, causing the innocent to suffer more than the guilty. In this manner he drew all around him in readiness to obey his every command or slightest wish.

Mr. Host is survived by his widow. All who knew him join in extending to her their deepest sympathy.

Cleveland Division

Correspondents

A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio
E. L. MILLER, *Chief Clerk to Division Freight Agent*, Akron, Ohio

H. B. SMITH, *Supervising Agent*, Cleveland, Ohio

W. E. BRUGH, *Clerk to Trainmaster*, Massillon, Ohio

Massillon, Ohio.

The tots in the accompanying picture is of the family of "Tom" Morgan, car foreman, Massillon. Young "Tom" seems to have his eyes on something else besides the little "birdie." Some family, Tom! They are, left to right, Vanora Elizabeth, Thomas James and Helen Louise.

Chicago Division

F. N. SCHULTZ, *Division Operator*, Garrett, Ind.

ESTHER J. SPREENBERG, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.

R. R. JENKINS, *Secretary Y. M. C. A.*, Wil-lard, Ohio

P. H. CARROLL, *Signal Supervisor*, Garrett Ind.

FLORENCE E. SMITH, *Freight Office*, Chicago

General Foreman L. M. Browne wore one of those million dollar smiles on the morning of August 8. On making inquiries we were informed that he is the proud father of a nine pound baby boy. However, we were further informed that he had been defeated by his brother "Pete" by forty minutes. "Pete" now owns a baby girl. All the boys wish to extend their heartiest congratulations to the Browne families and hope to have the opportunity to make a freight clerk of "Larry, Jr."

South Chicago

Indications are that there will be another wedding announcement soon. Now you're all inquisitive, but I shan't tell a soul. This is just a whisper. Wait 'n see.

Cupid is again in our midst and congratulations are in order. Our passing report clerk, Miss Kathryn Pease, came down to work the other morning with one of those "you know" smiles and we found a beautiful diamond nestling on the third finger of her left hand. A good reason to smile. Congratulations, Kathryn! When is the big day?

We understand we are to have Oscar Anderson back with us again as chief clerk to J. E. Quigley. Welcome, Mr. Anderson. However, we regret very much to lose J. M. Schilling, former chief clerk. Mr. Schilling made many friends while here.



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Write for our beautifully illustrated catalog and floor pattern of the Vose Grand, also our easy payment plan.

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165 Boylston St. Boston, Mass.

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Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

Although a little late in giving this, we wish to inform the readers that the long prophetic event came to pass. Harry Jones of the Division Accountant's Office, had the name of Miss Wilda Graves, of the Freight Agent's Office, changed to correspond with his own. They quietly went to Cincinnati, then to Newport, Ky., where the ceremony was performed, and the first knowledge their friends had of the happy affair was when a telegram announced it. On his return to work on the following Monday, he found his desk draped with a wreath, also a clothes line, on which were suspended several articles of wearing apparel for the younger generation, and some "kewpies." Our heartiest congratulations are extended to the happy pair, and we wish them a long, long, happy life together.

Harry A. Acton, stenographer, Division Freight Agent's office, has resigned to accept a position as secretary and manager of a private estate in Chillicothe. We wish him good luck and success in his new position. Charles Dunlap of the freight office, succeeds Mr. Acton.

Our sympathies are extended to Conductor and Mrs. Thomas Murphy, in the death of their only son, Carl, at his home in Cincinnati, on May 6, after a long illness, which was caused by being wounded and gassed while in the service in France. He had been at several different hospitals for treatment and was seemingly on the road to recovery until several weeks previous to his death.

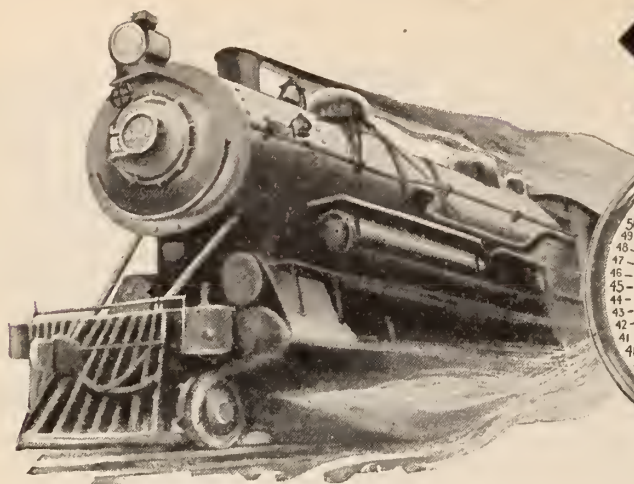
Trainmaster Banks is grandfather for the third time, a little girl having been born to his daughter, Mrs. Walter Metzgar. Although a little disappointed, as all his grandchildren are girls, nevertheless he is smiling over the title thrice conferred upon him.

Boilermaker Apprentice F. V. Powers while making a purchase of a suit of clothes



Watching for the little birdie These are the children of Car Foreman Morgan

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MAIL COUPON TODAY





Russell Washington Townsend

at one of the leading clothing stores at Chillicothe, Ohio, spoke to the proprietor, Mr. Bergman, relative to having goods shipped via Baltimore and Ohio. It so happened at this particular time that a salesman was in the store with whom an order was placed for goods. Mr. Bergman instructed that this order be routed Baltimore and Ohio instead of a competing road. Another instance where a word at the right time helped to get business.

BOOST OUR Railroad, and try to get all the business for it you can.

Brakeman F. Brandun was recently "treated" to a calf wagon ride, in honor of his marriage. We wish him much happiness in his new life.

We extend to Charles O. Wilson, roundhouse clerk, and Mrs. Wilson our sincerest sympathy in the loss of their only daughter, Verna May.

Glenn P. Mallow, Stores Department, Chillicothe, has deserted the bachelors' circle. The bride was Miss Beatrice Mae Cruse, daughter of Switchman and Mrs. Harry Cruse. Both are well known, and their host of friends wish them a happy married life. (One of Mr. Mallow's friends has asked us to warn him against "race horses.")

The accompanying picture is of W. L. ("Bill") Allison, Southwest District safety agent, while "posing" on his property as a "landed" proprietor, he being the fortunate possessor of three lots on Carlisle Place, Chillicothe, Ohio.



Nobody can pose like "Bill" Allison

Russell Washington Townsend is the bright two and one-half months old son of Mr. and Mrs. G. W. Townsend of Fayetteville, N. C., and also has the special honor of being the nephew of Operators Annie and Margaret Townsend.

In the Stores Department, Cupid has claimed another victim, George Flagg, who just recently came in our midst as chief clerk to storekeeper. We wish him success and happiness in his two new positions, and welcome him and his bride among us.

Mr. Flagg succeeded Homer Baum as chief clerk, Mr. Baum having been appointed assistant storekeeper. From all indications, it looks as if "Baumie" is to follow Mr. Flagg in taking the other all important position for life. Look out, "Baumie," while Cupid is shooting his darts around it generally means he "Mrs." it.

We take this means of extending our sympathy to Engineer George G. Wilson and family in the death of the daughter Margaret.

T. J. Schachtele, assistant erecting shop foreman, is strutting around these days with a smile that won't come off. Our old friend, the stork, paid a visit to his home recently and left a fine baby boy. Congratulations.

We wish to express our deep, sincere sympathy to Division Engineer J. L. Maher in the loss of his wife.



Midland City Ball Team

The accompanying picture is of the Midland Baseball team, Midland City, Ohio, of which several members are Baltimore and Ohio employees. This team has only been defeated twice during the season.

What are you doing to **SAVE FUEL**? Let each fireman on the Ohio Division have the motto "**SAVE A SHOVELFUL A TRIP.**"

Indiana Division

Correspondent, H. S. ADAMS, Chief Clerk to Superintendent

A pretty wedding took place at 2.00 o'clock on the afternoon of August 16 at the home of Mr. and Mrs. A. J. Elmore, of Kurtz, when their daughter, Elma, became the bride of Lawrence Willman, utility clerk at Seymour.

The impressive ring ceremony was read by the Rev. B. H. Buchanan, pastor of the Kurtz Christian church, in the presence of the relatives and a few close friends.

The bride wore a becomingly fashioned dress of white organdie over satin and carried a shower bouquet of Ophelia roses.

After the ceremony a luncheon was served and Mr. and Mrs. Willman left for a short wedding trip through the east.

Toledo Division

Correspondent, EDWARD M. MANNIX

East Dayton

Toledo, Ohio, we congratulate you on winning the Safety banner in the special
Please mention our magazine when writing advertisers

Every Man Wants Comfort

That's Why Many Thousands Wear

Nu-Way or EXCELLO
RUBBERLESS SUSPENDERS

Always elastic—Phosphor Bronze, Rustless Springs give the stretch. No rubber to rot and wear out. Slip-loop back gives easy action. Once adjusted, always right.

"A Full Year's Wear Guarantee in Every Pair"

Suspenders 75c Corset "Sew-Ons" per pr. 25c
Men's Garters...50c Hose Supporters, all sizes 25c

Ask Your Dealer. If he hasn't them, send direct, giving dealer's name. Insist on Nu-Way or Excello. Look for Guarantee Label attached to buckle.

Nu-Way Stretch Suspender Co., Mfrs., Adrian, Mich.

Safety drive just concluded, but, remember this is continuous. Hold fast to what you have; it is one of the greatest honors that could be bestowed upon you.

Have you read carefully the Better Operation suggestions and our superintendent's bulletin for a "Better Operation Drive?" Toledo Division has always carried off the honors in these special campaigns. Let us by strict adherence "Save a Dollar a Day," and at the end of the campaign, be the winner as usual.

"Among Ourselves" is a section much sought for in our MAGAZINE. After reading the notes of our correspondents, it makes us feel that we are all one, and our interests the same. It shows the fraternal spirit among us, especially when we see the wide diversity of interests covered, the Children's Page, Women's Department, the letters of our executive officers, etc.

A new organization has been formed at the East Dayton Roundhouse, known as the "Gloom Chasers." All are fully enrolled, and there is a Ladies Auxiliary. The password is "Smile."

Eugene Farley, Car Repair Department, will soon be led to the altar by one of Dayton's fairest. Our congratulations follow Mr. and Mrs. Farley on their journey through wedded life.

Michael Dugan, boilermaker, Indiana Division, paid us a brief visit while on his vacation. "Mike" is well and favorably known to our boys, who were all pleased to see him.



Cartoon by E. B. Pierce, Valuation Department

Toledo

Assistant Correspondent, FRANK J. McMANUS

During the month of June, 1921, a total of 534,209 tons of lake coal were dumped at the Toledo coal machine into lake vessels. The tonnage from opening of navigation to June 30, totaled 953,539 tons, and represents the heaviest dumping that the Toledo machine has handled in any similar period since the erection of the machine.

H. N. Schoenberger, agent, thinks that he has qualified as a competent chauffeur for one of those things that they make in Detroit, Michigan. Recently when an inquiry was sent him as to whether he wanted a refund in cash, or to take the refund amount in repair work, because of the reduction in price of "those things," he elected to take the cash.

William Kind, clerk, coal machine, was a visitor at the recent Dempsey-Carpentier socking contest. "Mose" reports that nothing unusual happened on the trip, except that the first night in the Pullman the conductor found him walking in his sleep; the night after the fight he lost considerable time in buying souvenirs for his girl; on the third night, after getting into the Polo grounds but not seeing the game, he frightened everyone in the Belmont Hotel when he started yelling in his sleep. Outside of that and a few (?) other things, nothing unusual happened.

B. W. Jeffords, yardmaster, spent his vacation in Yellowstone National Park. One day when the temperature was 100 in the shade in Toledo, and no one was in the shade, General Yardmaster Farling received a card from "Jeff" stating that they had had a snowstorm and were sleeping under blankets at night.

F. J. Schultz, assistant agent, has purchased a lot in Toledo's new suburb, Reno Beach. There are lots of sky, water and mosquitoes in this development.

Division Accountant's Office, Dayton, Ohio

Assistant Correspondent, G. M. McBRIDE

WANTED: Someone to furnish a bat for our ball players. Referee is also needed.

BORN: To Mr. and Mrs. Howard C. White on July 29, a 10 pound boy, Bobby L. White. Mr. White wears an air of authority now, which can only be subdued by a few trips across the floor in the wee hours of the morning. If the baby cries for milk, don't give him a milk ticket, for that will cut no ice.

The employees of the Division Accountant's Office were agreeably surprised when Eddy Velten appeared on the scene with cigars and candy and announced that on March 11 at 6.15 a. m., his marriage to Rosen Beck was solemnized. Congratulations! We hope he will imitate that popular song and always sing "Oh what a Rose was Rosie."

Walter A. Booram announces his engagement to Miss Mary Cecil Hancock, formerly of Kentucky, the marriage to take place in the near future. He can then sing that beautiful song entitled "Oh, what a pal was Mary."

We regret to announce that our chief clerk, J. E. Fortman, is on the sick list. Our best wishes follow him for a speedy recovery.

Oh! here you are! Misses Jessie Munch and Mary Blanford have just returned from their vacations, having visited Havana, Cuba, Miami, Fla., Jacksonville, Fla., and Chattanooga, Tenn. From all reports Mary got seasick, chased the largest spider she ever saw around the room and finally murdered it with a coat hanger and a wet towel. We imagine Jessie was on the job too. Say, girls, better stay away from Cuba.

Good morning, Mr. Hockett, you're the boy we all like to size up on the 15th and 30th of each month. Always there with your little sack of Red Horse and our pay checks. Some old scout, I say!

Lima

Assistant Correspondent, RAY GARRIGUS

W. E. Baker, car foreman, spent his vacation in northern Michigan. "Bill" reports that the fishing was great.

R. E. Thomas, boilermaker helper, has signed a life contract by taking unto himself a wife. "Dick" is stepping around like a two year old. Much obliged for the cigars, Dick.

Wreckmaster Brewer has purchased a new Dodge touring car. 'Tis rumored that "Ike" was out on a country road, fifty miles from nowhere, when a hot box developed. "Ike" reports that a new brass and a little pin grease came in mighty handy.

William Kramer, car repairman, is back on the job again. "Bill" worked cars in France while serving with the A. E. F. He is very enthusiastic about working thirteen hours a day for a dollar ten per.

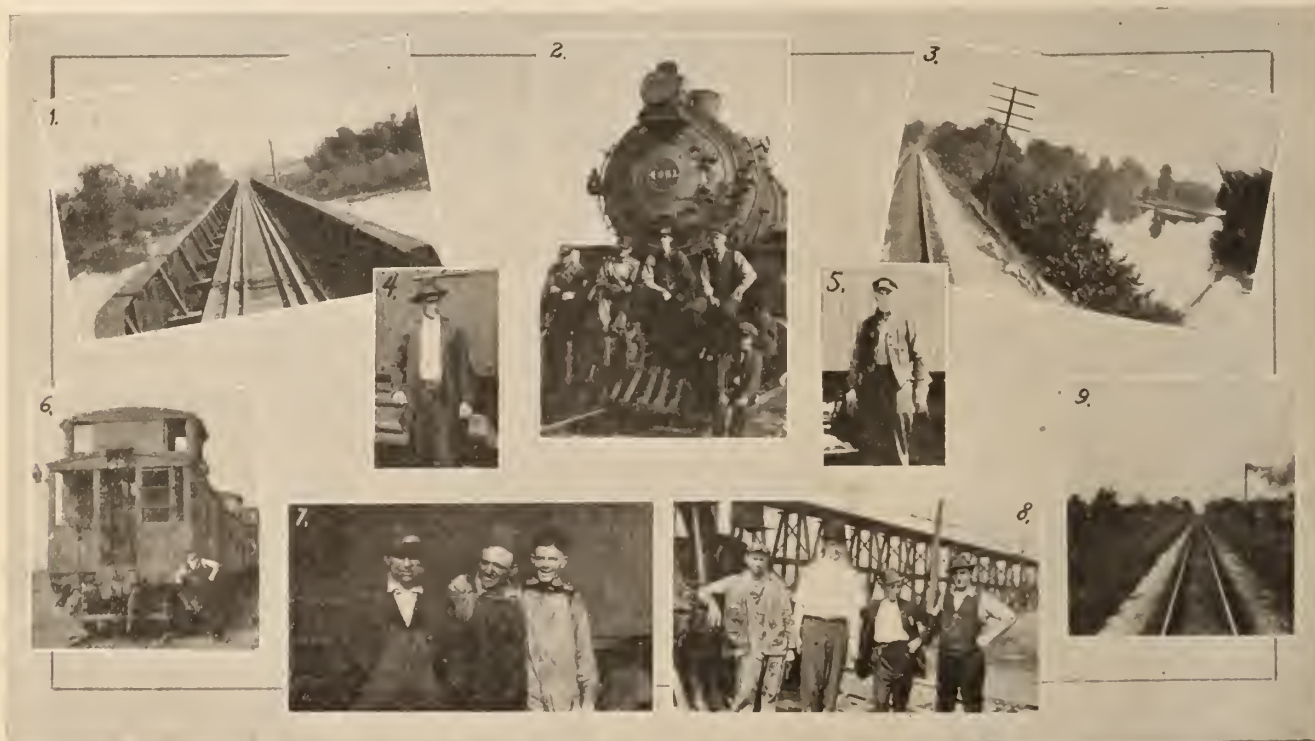
After 48 years of continuous service, William Holloran, boilermaker, is taking a short vacation. This a record to be proud of and we hope "Will" has the time of his life.

Idle Thoughts.

Relief train idle. Hasn't been called for a month. Shop forces increased. Many old faces back again. Looks like old times. Lively interest is displayed in the "Save-a-dollar-a-day" campaign. Vacation time. New fish stories. Time to order the winter coal. What did I do with my summer wages?

Wesley McCachren, freight painter, has just returned from a trip to Cumberland. Wesley reports that the Baltimore and Ohio is right up to its slogan, "Best and Only."

Callboys "Joe" and Lawrence Helwig had a narrow escape from serious injury when their automobile turned over after hitting a bridge railing. Both are back to work again.



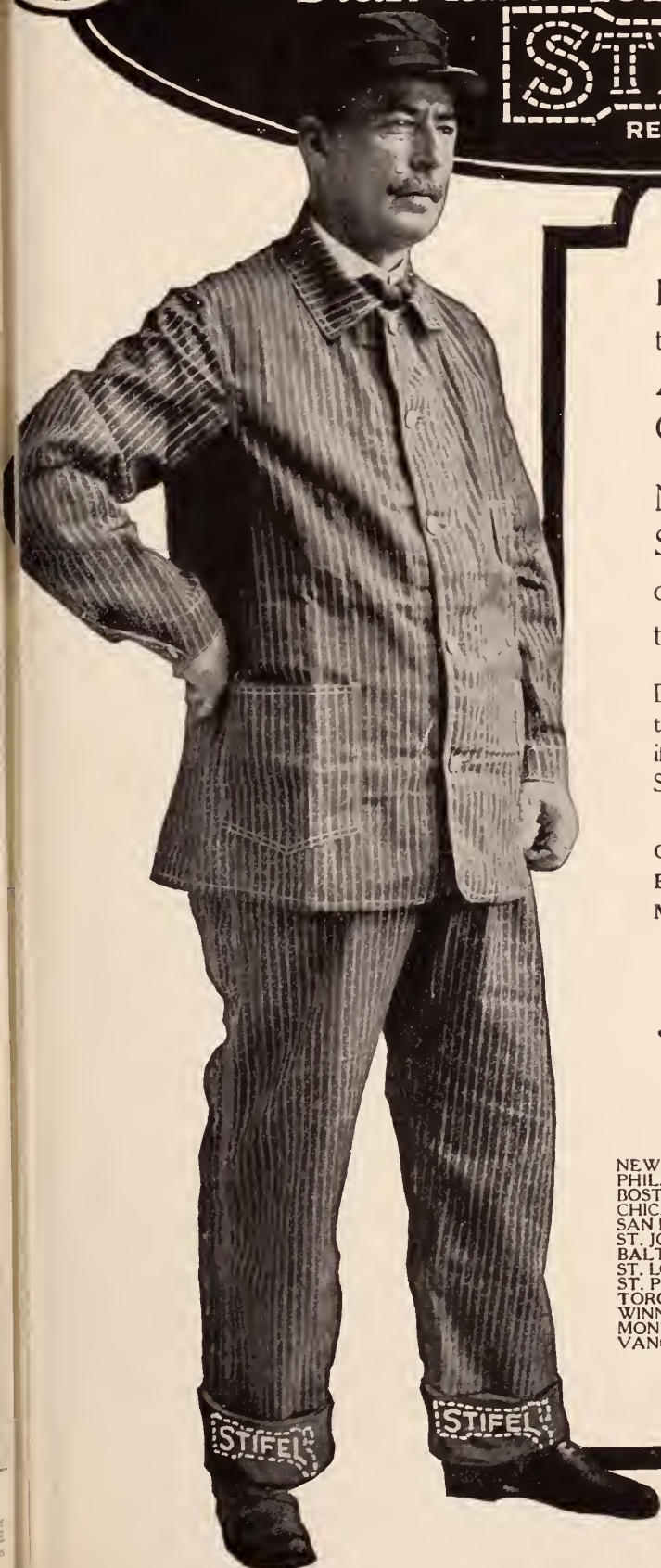
SNAPSHOTS ON THE TOLEDO DIVISION

1—River Bridge formerly at North Dayton. 2—From left to right: Fireman E. J. Graney, Engineer L. Buebell, Brakeman Fritts, Conductor F. S. Kepner. 3—Miami River just south of Dayton. 4—Conductor F. S. Kepner. 5—Conductor Chas. Galvin. 6—Brakeman C. G. Jones. 7—Conductor W. H. Watson, Engineer C. Buebell, Brakeman J. D. Stewart. 8—Engineer W. Green, Brakeman L. W. Ward, Conductor Edward Wirtz, Brakeman C. G. Jones. 9—Approach to Tipp City

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Only \$1.28

Delivered FREE

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Silk stitched, Knifepleated **PANAMA Skirt**

Only \$3.98

Delivered FREE



Oh! but you will love this beautiful skirt. It is such a deep, true blue, and is made up in such becoming style that you will be delighted with it the minute you see it. It is nothing less than a marvelous bargain in a skirt that you cannot duplicate for less than twice as much as it sells for in this sale—\$3.98! It is prettily silk-stitched entirely around the garment in attractive design. Full, knife-pleated style. Has Navy Blue Belt with Button and Tassel-trimmed streamers at left side. Size, Waistband 23 to 40 inches. Navy Blue only. Order by No. 1A110, price \$3.98

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Here IS Big News! Nothing can stop Betty Gordon—you know that if you are one of her 250,000 customers. Here is the most stupendous low price sale you ever saw—REAL bargains to fit any pocketbook. Remember—not a penny in advance does Betty Gordon ask. Any article you select will be sent. All Delivery Charges Paid, for just your name, address, size and color of the garments you choose. You will get Betty Gordon Style, Quality and Value—the biggest features in mail-order field today. Use the Bargain Coupon—Be Sure to Send Your Order Today! Don't fail!

Beautiful Messaline Dress Only \$9.88



Coatee Collar. Richly Embroidered in Dun-colored Chain Stitch

Beautiful dress with vestee of Georgette Crepe with double tuck and row of fine quality pearl buttons down the center. Coatee collar, overskirt and three-quarter length sleeves embroidered in dun-color chain stitch design. Inner waist lining, opening on the left side. Sizes: Misses, 14 to 16 years; Woman's, 33 to 44 bust measure. Colors, Blue and Black. Order by No. 3A310. State also and color. Specially priced at \$9.88

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Yes Indeed! Messaline for Dress every Time! Hurry!

Betty Gordon's Fall Style Hit! One-Piece Design Serge Dress

An original and stunning creation made of a good quality of serge, elaborately decorated with French-knot embroidery, which spots the front of the blouse and skirt with flashes of rich, contrasting color. Artistic piping in material of contrasting color. Finished with taped seams. A splendid Bargain at half price in this Sale! Sizes: Misses, 14 to 16; Woman's, 33 to 44 bust. Navy Blue. STATE SIZE. \$3.88 No. 3A301. While they last only

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Be the first in your town to wear this little beauty of a waist—so soft, fine, stylish and bewitchingly beautiful.

Order Today!

Send no money but send us your name, address, size and color you want, and we will send the waist at once. Front is handsomely silk embroidered and silk stitched. Has low, round neck. Front overblouse effect with ties forming bows at back. Elastic waist-band. Three-quarter length sleeves, with pleated edges and silk, button-trimmed open cuffs. Colors: Taupe, Grey and Navy Blue. Sizes 34 to 44. Order by No. 2A221. Send No Money—We Deliver Free. \$3.39



Jersey Silk BIG SALE—SO ORDER TODAY SURE Only \$2.98

A \$5 Jersey Silk Petticoat sold to you at \$2.98. A deep accordion pleated bounce with striping of contrasting colored material features this garment. Colors, black, green or navy blue. Sizes 34 to 42 inch length. Order by No. 4A420. Price \$2.98.



SATIN TOP 79c Nainsook Envelope Chemise has satin top hemstitched and edged with Val lace beading and drawn silk rib. Silk ribbon shoulder straps. Val lace insertion and silk striping or front. Button edged with lace. Flash with Pink or Blue Satin Top. Sizes 34 to 44 bust. Order by No. 4A426 79c



2 pairs \$1.79

Wonderful Bargains in Popular Wool Stockings! 2 pr. only \$1.79

You won't see a bargain like this again this season. Stock up now while price is so low. Novelty, heavy weight Brown or Green Wool Stockings with drop-stitch front, double garter tops, re-inforced heels and soles. Good, heavy stylish Wool Stockings, warm, comfortable and good looking Order at least two pairs today. Sizes 8 1/2 to 10. Order by No. 7A717 \$1.79 Price, per package of 2 pairs

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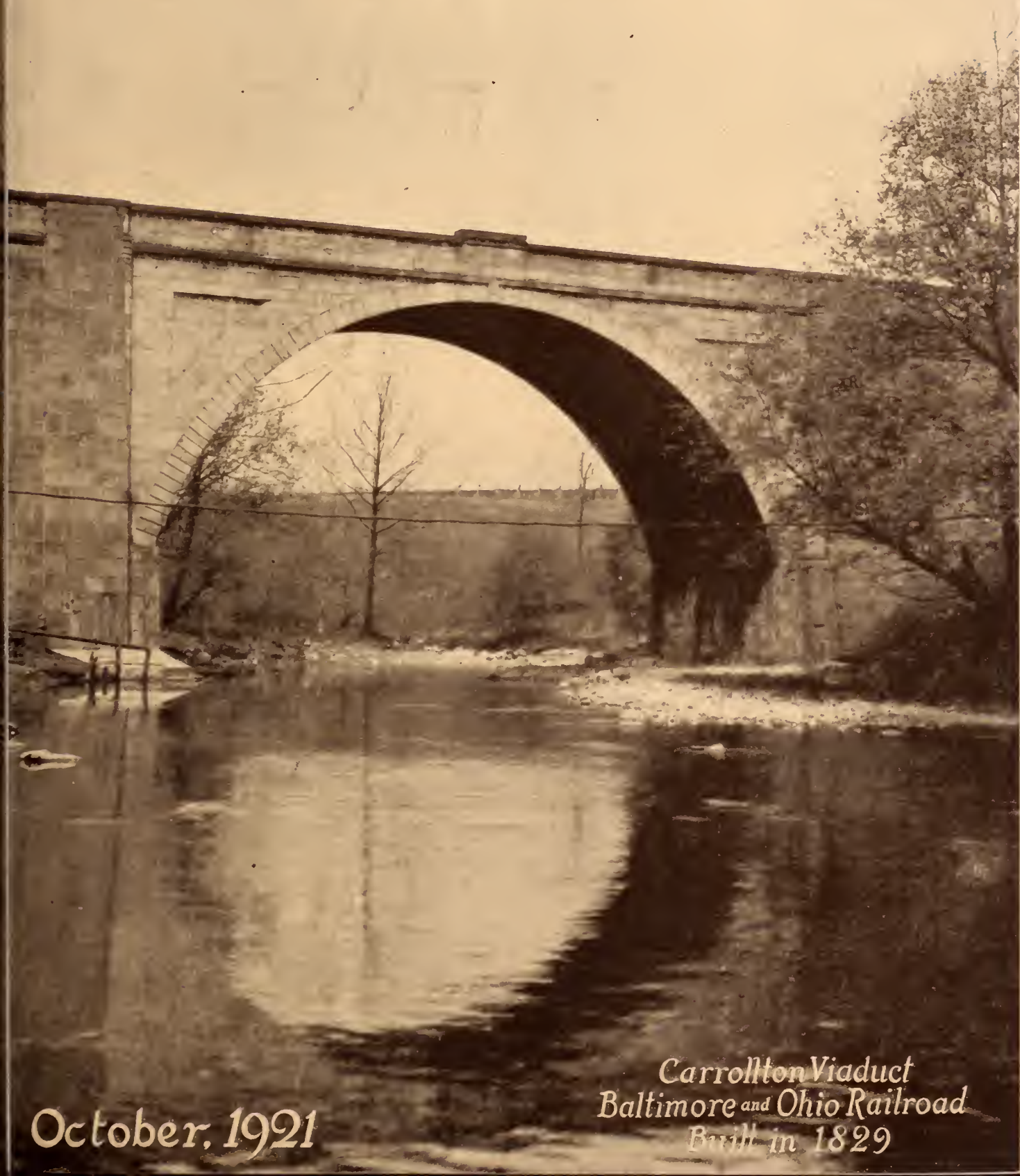
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Send me at once the articles I have marked X in squares below. When goods arrive I will pay postman bargain price only—YOU WILL PAY ALL DELIVERY CHARGES. If I am not satisfied with the goods after I have examined them, I will send back the articles and you will immediately refund my money.

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| <input type="checkbox"/> No. 1A110 Panama Skirt - - - \$3.98 | Size _____ |
| Size Waist _____ | <input type="checkbox"/> No. 2A221 Georgette Waist - - - \$3.39 |
| <input type="checkbox"/> No. 7A717 Wool Stockings - - - \$1.79 | Size _____ |
| Size _____ Color _____ | <input type="checkbox"/> No. 4A420 Jersey Silk Petticoat - \$2.98 |
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Baltimore *and* Ohio Magazine



October, 1921

*Carrollton Viaduct
Baltimore and Ohio Railroad
Built in 1829*

The Cover Picture-The Carrollton Viaduct

Built for the Baltimore and Ohio Railroad in 1829

Photograph by B. Hyanes, through the courtesy of
D. A. Williams, Assistant to Purchasing Agent

The *Citizens' and Farmers' Almanac* of 1831, published in Hagerstown, Md., introduces one of its stories in this wise:

"—with a belief that the progress of the Baltimore and Ohio Railroad is an object of curiosity and interest to very many of our readers, we now proceed to lay before them a description of the same as contained in a letter from De Witt Clinton, Esq., Civil Engineer, of New York, who visited it shortly after the commencement of travel thereon from Baltimore to Ellicotts, and an Engraved View and description of the most prominent Structure occurring on it, viz.: THE CARROLLTON VIADUCT over Gwynn's Falls in the vicinity of Baltimore."

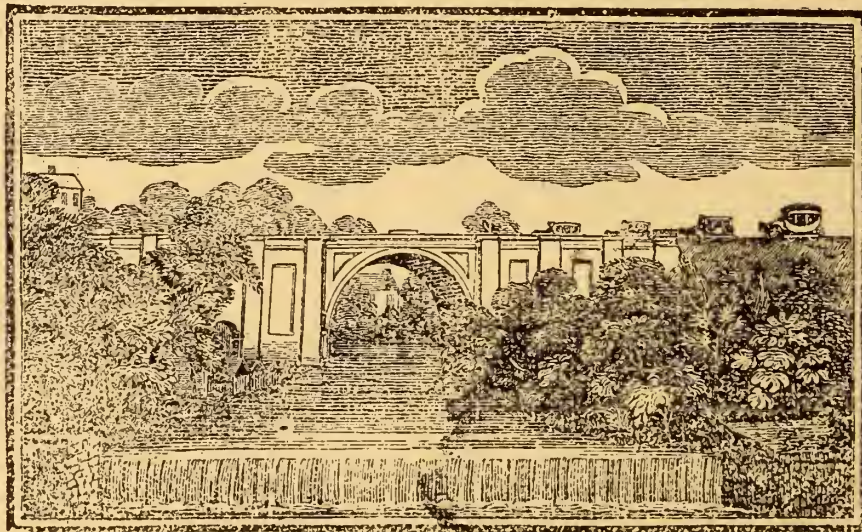
The letter is dated in Baltimore, June 2d, 1830, and we quote from it interesting excerpts concerning the Carrollton Viaduct, viz.:

"The Carrollton and Patapsco viaducts do much credit to their projectors, and will rank with any masonry in this country, or in Europe." * * * *

"Moving onward, the traveller finds himself on the level summit of the ground which overlooks and forms the eastern bank of Gwynn's Falls. The Road approaches the stream at right angles, and is carried over it by an immense structure of dressed in granite, designed by CASPER W. WEAVER, Esq., and executed by JAMES LLOYD, Esq., one of the most enterprising and skillful bridge architects of the country, called in honor of the illustrious individual who laid the First Stone,

THE CARROLLTON VIADUCT,

a work for which the extent, solidity, beauty, and even grandeur, has not, we believe, its equal in this country."



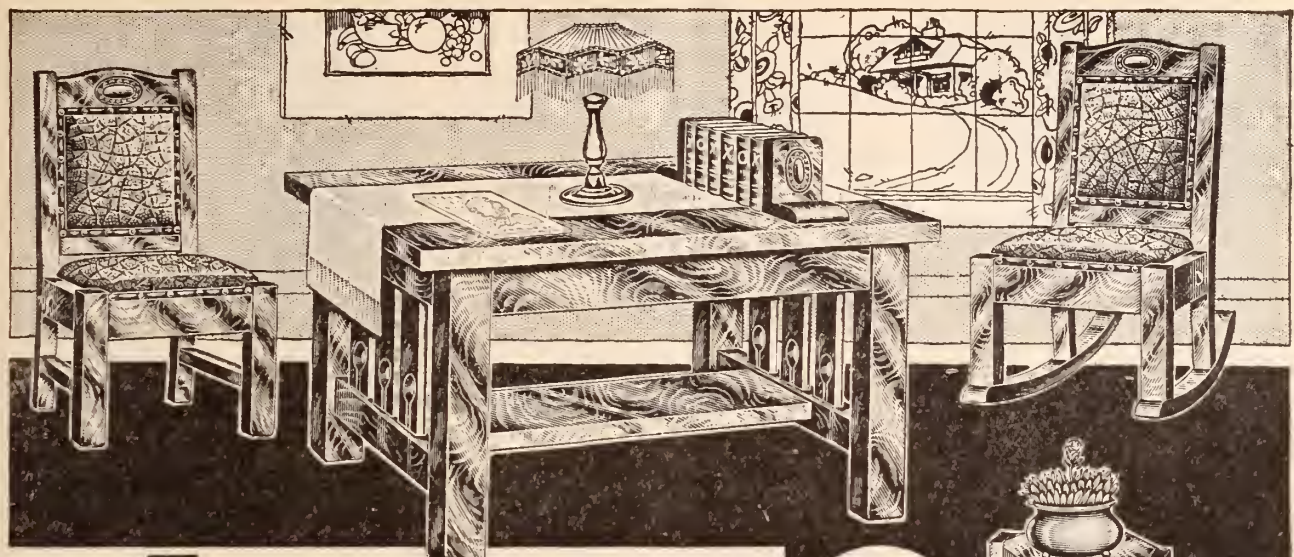
Wood cut of Carrollton Viaduct appearing in the *Citizens' and Farmers' Almanac* of 1831.
Note the "horse cars" on the track

Lack of space prevents reprinting of more of this interesting letter, so we conclude with the following information concerning the viaduct furnished to the *Railway Age Gazette* in 1917 by S. C. Tanner, now superintendent of shops at Martinsburg:

Repairs recently made on the old stone Arch Bridge disclose some interesting construction details that indicated the skill and ingenuity of the bridge masons of nearly a century ago. The structure is 297 feet long, with a central arch with an 80 foot span, and with the base of the rails 65 feet, 6 inches above the bed of the stream. Large pilasters were placed on the side walls and extend to about 4 feet above the original elevation of the railroad tracks, to form parapets. The spandrel spaces over the arches are not filled, but the track load is supported on a system of longitudinal and transverse 12 inch brick walls, resting in the arch rings. These walls are spaced 3 feet center to center, transversely, and 5 feet longitudinally, and are covered with 12 inch granite slabs, which, in turn, hold the ballast under the tracks.

It was originally constructed for double track, and although the equipment it was designed to carry, undoubtedly weighed less than the present day automobile truck, it has remained in perfect condition under the continually increasing loads, until it is now carrying as heavy loads and traffic as any bridge in the country. No repairs would have been necessary in the recent past had not the common practice of raising the track at intervals, when applying new ballast, brought the rails up to the level of the top of the parapet walls, and placed a heavy lateral thrust upon them, which they were not designed to carry. This caused the spandrel walls to move to such an extent that it became necessary to take them down to the elevation of the top of the arch, and in some places, still lower, and to reset them, backing them up with concrete under the track a sufficient distance to take the thrust from the parapet walls. In handling this work, special care was taken to replace the stones in their former position, in order to preserve the originality of the old bridge as far as possible.

The structure was in serious danger of destruction during the Civil War, but by careful guarding it came through unharmed, and judging from its present condition, it will continue to serve indefinitely.



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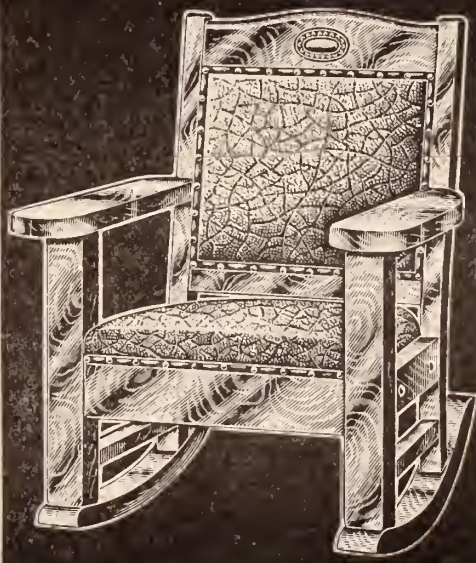
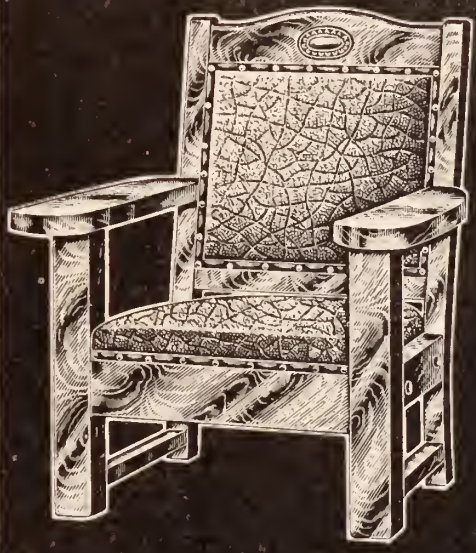
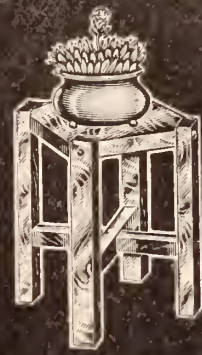
Enclosed find \$1. Send the 7-Piece Living Room Suite No. 112CCMA5 as described. I am to have 30 days' free trial. If not satisfied, will ship it back and you will refund my \$1 and pay freight both ways. If I keep it, I will pay \$3.00 per month until the full price, \$39.95, is paid. Title remains with you until final payment is made.

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Use Your Head

A Woodpecker pecks
Out a great many specks,
Of sawdust
When building a Hut;
He works like a nigger
To make the hole bigger—
He's sore if
His cutter won't cut.
He don't bother with plans
Of cheap artisans,
But there's one thing
Can rightly be said:
The whole excavation
Has this explanation—
He builds it
By
Using
His
Head.

—Exchange.

Oh These Men!

A bright little girl, aged four, and her brother, aged six, were spending the night with their aunt. When bed-time came, the aunt asked them how they said their prayers. The little girl answered, "Sometimes I say them to muddie's knees and sometimes to the side of the bed,"
"And how about you, little boy?" asked the aunt.
"Oh, I don't need to pray; I sleep with daddy."—*Carpenter Steel News.*

The sweet young thing was being shown through the locomotive works.

"What is that thing?" she asked, pointing with a dainty parasol.

"That," answered the guide, "is an engine boiler."

She was an up-to-date young lady and at once became interested. "And why do they boil engines?" she inquired again.

"To make the engine tender," politely replied the resourceful guide.—*Exchange.*

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Who's Who?

Back in the those days, wet days that have ended, two gentlemen, both far overtaken in alcoholic stimulant, were seen under a lamp-post on a street corner clinging to each other for support.

As a spectator passed them he overheard the following dialogue carried on in somewhat fuzzy accents:

Said Souse Number One to Souse Number Two: "Do you know Bill Talbott?"

Said Souse Number Two, after a moment of reflection: "No; whuzziz his name?"

Said Souse Number One: "Who?"

—Exchange.

Let Her Down Easy

Young Husband—"Did you make those biscuits, my dear?"

His Wife—"Yes, darling."

Her Husband—"Well, I'd rather you would not make any more, sweetheart."

His Wife—"Why not, my love?"

Her Husband—"Because, angel mine, you are too light for such heavy work."

—Exchange.

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32x3½	7.00	2.15	35x4½	10.50	2.75
31x4	8.00	2.35	36x4½	11.00	2.75
32x4	8.25	2.45	35x5	11.75	2.75
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A reporter, describing a fire drill at Colorado college, mentions that "the girls at the college made a creditable showing in descending the ladders."—*Exchange.*



Volume 9

Baltimore, October, 1921

Number 6

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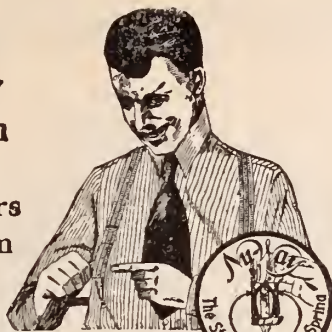
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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad to improve its service to the public and to promote a greater community of interest among its employees. Contributions are welcomed. Manuscripts and photographs will be returned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

THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 36,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.

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Osculatory

The gob was on shore-leave and happy because he had found a girl as affectionate as he. His joy was dimmed, however, for a bluecoat had forbidden spooning in the park, and his girl had tabooed it in the streets. But life took a new turn when he saw a man kiss his wife farewell in front of the Pennsylvania Station, New York. He rushed his girl toward a crowd hurrying toward the Philadelphia express, and bade her a fond farewell. When the crowd thinned, they joined a throng for Washington, and repeated the act. They repeated it again before the Chicago train.

This was too much for a colored porter who had been watching. He stepped up to the gob. "Boss," he said, "why don't you go downstairs and try the Long Island Station? Dem local trains am a-leaving mos' all de time!"—*Everybody's*.

Mrs.—"Let me have a little shopping money this morning, Martin!"

Martin—"Certainly. Would you rather have an old five or a new one?"

Mrs.—"A new one, of course!"

Martin—"Here's the one—and I'm four to the good."—*Exchange*.

A village girl eloped in her father's clothes. The next day the local paper came out with an account of the elopement, headed, "Flees in Father's Pants."

—*The Ladies' Home Journal*.

Give Me Air

They arrived hurriedly at the fifth inning.

"What's the score, Billy?"

"Nothing to nothing."

"Oh, goody!" she exclaimed. "We haven't missed a thing."

R. W. CHERRY,
Nashville, Tenn.



It Gets 'em all

Judge—This court sentences you to imprisonment for one year and ten days.

Criminal—What is the ten days for, Your Honor?

Judge—War tax!

Chesapeake & Ohio Magazine.

Illustrating Density

Dean—"What is density?"

Hansen—"I can't define it, but I can give an illustration."

Dean—"The illustration is good. Sit down."—*Exchange*.

Daughter—"Is this skirt too long for the street?"

Mother—"Not if the sidewalks came up a little higher."—*National News*.

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Taking No Chances

An old lady at the ticket window had purchased her ticket and handed the ticket agent her money.

"Change at Youngstown, lady," he said.

"None of them tricks, young fellow, I'll get my change before I leave here," she replied.—*H. B. Kight*

BALTIMORE AND OHIO MEN—

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THE DISARMAMENT CONFERENCE

On November 11, next, the third anniversary of the ending of the Great War, representatives of the principal allied and some of the other nations of the world will assemble at the call of President Harding in Washington, D. C., to begin the Disarmament Conference. One looks forward to this conference with mingled feelings. We long for the amelioration of the armament burden in our own country—yet in the same breath we say that America, the Champion of Liberty and the Protector of Weak Peoples, must be strong.

At noon on Armistice Day our people will pause for two minutes from their accustomed occupations in honor of our unknown dead. Let us use this time not alone to recall tenderly the sacrifices of those who were lost in the War, but also to breathe the prayer that Divine guidance and wisdom may attend the deliberations of the Conference to the end that War and its suffering shall be no more.

ARMISTICE DAY, NOVEMBER 11, 1921, WASHINGTON, D. C.

Loving hearts and hands in all the civilized countries of the world pay fitting tribute on appropriate occasion to the memory of their sons who have been lost in battle. And nowhere is the tribute more sincere than at the graves of the American boys who died and are buried on foreign soil. The affectionate care given to their last resting places by the people of France, England, Belgium and Italy, is illustrious proof of the friendship which now exists, and which we hope will always exist, between these countries and our own.

There are among these, and among those whose graves are on this side of the sea, many whose identities are known. But there is another army, the army of the unknown dead, whose individualities were blotted out in the terrible circumstance of the Great War. And it is as a tribute to these that America, following the example of England and France, will turn on November 11, Armistice Day.

The casket containing the body of the unknown hero will be carried by night to the vast rotunda of the Capitol in Washington, where, in the chamber hallowed by the memory of all of his illustrious forefathers, it will lie in state with full military guard of honor through the night of November 10, and until the morning of Armistice Day. Then it will be placed at the head of an impressive civilian and military cortege, and in its wake will follow the President of the United States (on foot for the first time on such an occasion in the history of the country), and the most illustrious assemblage of dignitaries of our own and foreign countries which ever honored a similar memorial. The two living ex-Presidents of the United States will be there, the Premiers of England and France, and such world famous men as Foch, Beatty, Diaz, Jacques—all marching behind the casket of the unknown soldier to his last resting place in our beautiful National Cemetery at Arlington.

The honors included in the ceremonial there will be such as have never been paid to any other American. England will place upon his casket (the first time this medal has been bestowed upon other than an Englishman) its mark of highest honor, the Victorian Cross. America will bestow the Congressional Medal of Honor, and the other nations represented will pay the tribute of their most distinguished decorations.

* * * * *

To Baltimore and Ohio employes, everything of this nature, reflecting the patriotism and the idealism of our country, should appeal with a peculiar power. For has not the Baltimore and Ohio been to a greater degree than any other railroad, part and parcel of the history of the United States?

Beginning with that beautiful Fourth of July in 1828, when Charles Carroll, then the only surviving signer of the Declaration of Independence, laid the cornerstone of the Railroad at Mt. Clare, and continuing on down to the days of the Great War, when we were in the forefront of those carriers rushing war supplies to the seaboard, ours had been a singular privilege of service to the country.

It is significant also that for years the Baltimore and Ohio has had as the emblem of its passenger service the familiar dome of the Nation's Capitol, with the words, "All Trains via Washington," imprinted across it.

The close connection of the Railroad with Washington therefore, and the part it has played in the history of the country, make it but natural that we, as railroaders and Americans, should take an unusual interest and pride in the events which occur in the Capital City and upon which the eyes of the world are often focused; and further that we should be glad that through our connection with the Baltimore and Ohio we are able to direct our friends and acquaintances over our own line to the principal shrine of the Nation and its altars of sacred patriotism.

* * * * *

The Unknown Dead—greatest symbol of duty and love of country that has ever thrilled the hearts and dimmed the eyes of our people—may the Baltimore and Ohio, in keeping with its historic privilege and destiny, be the means of bringing to this most sacred shrine, throngs and companies of devoted pilgrims, and thus help burn brighter the fire of our common and holy patriotism.

The Reconstruction of Bridge 467, Butler Branch, Pittsburgh Division, Crossing the Allegheny River, Foxburg, Pennsylvania

By P. H. Lang, Jr., Engineer of Bridges

THE reconstruction of the river spans in Bridge 467, Butler Branch, Pittsburgh Division, crossing the Allegheny River at Foxburg, Pa., recently completed, has been in progress since July of this year.

The new river structure, designed for modern loading, consists of three spans of riveted trusses, carrying the railroad traffic on the top chord and the highway traffic on the bottom chord. Contract for the fabrication and erection of these spans was placed with the Bethlehem Steel Bridge Corporation, in April, 1921, and the work was prosecuted continuously. The new spans were assembled and erected on falsework upstream from the existing bridge, the old spans rolled out of position and the new spans into position on rails and rollers. Such movements occurred on three separate occasions, namely August 21, September 18 and October 16, on each of which dates one of the spans involved was placed in final position. The total amount of steelwork included is about 900 tons. This improvement entailed very little work

on the masonry substructure, which remains practically unaltered.

The original structure carrying the tracks of the Pittsburgh and Western Railroad, now a part of the Baltimore and Ohio System, across the Allegheny River at this point, consisted of three spans double track timber Howe trusses, built in 1872, and so designed as to support the railroad tracks on the top chord and the highway on the bottom chord. The bridge was reconstructed in 1908 as a series of timber Howe truss spans, and, in 1912, when the standard-gauging of the line from Foxburg to Mount Jewett was performed, the timber-bottom chord was replaced in steel for the purpose of providing increased carrying capacity.

The original structure at this point was owned by the Foxburg Bridge Company, in whose possession it remained from 1872 to 1904, and its use for the movement of railroad equipment was subject to the payment of toll. On January 2, 1904, in consequence of insolvency of the Bridge Company, its effects were sold

at public auction in Pittsburgh, and, during the succeeding month, the purchasers incorporated as the Bridge Company of Foxburg, with whom, on April 1, 1904, the Railroad Company concluded a new agreement, providing for the use of the bridge. Operation under this agreement was continued until the final purchase by the Railroad Company, in 1920, of the effects of the Bridge Company, including the structure under consideration.

The condition of the three river spans at this point was such that, immediately upon the acquisition of the structure by the Railroad Company, it was deemed necessary to take prompt steps toward their renewal. These spans were each 172 feet in length, and it is believed were the longest Howe trusses carrying railroad traffic in the eastern part of the United States, if not in the entire country.

This reconstruction was in the general charge of H. A. Lane, chief engineer, and under the immediate supervision of the writer. The field work was in charge of A. C. Clarke, district engineer.



Foxburg Bridge—View from east end immediately after rolling operation on August 21, showing new east span in final position

The Local Agent—the Important Position He Occupies in the Railroad Organization

Watch How He is Lining up Business on the Cleveland Division

THE real railroad agent, whether he is a handler of tickets, baggage, or freight, or a combination of all three, is a live wire. He is to the railroad what the man in the first line trenches is to the army; he is the point of contact between his company and the shipping and traveling public.

As the manufacturer is judged by the kind of salesman that he sends out, so is the railroad judged by the man who represents it, the agent. A part of a salesman's "stock in trade" is his geniality, his ability to make friends of his prospective customers. Some of the biggest business deals that have ever been "put over" have been made not by some stroke of genius, nor by any streak of luck, but through the winning personality of a good natured salesman. In the same manner, the local agent may find himself to be one of the most important cogs in the wheels of the railroad's progress. He is in a better position to either make or break his company than perhaps any other person. He can make friends or enemies; he can get business or lose it; he can add to or subtract from the railroad's revenue.

"John Jones" to the Rescue

Recently it happened, as it does happen about three times a minute, that the telephone bell in a certain ticket office was doing double duty. The assistant agent, a new man, picked up the receiver.

"Hello," he said (for that is the only way to express what he did), languidly.

"Is this the Blank Ticket Office?" asked a woman's voice, as she gave the name of a ticket office of a competitive railroad.

"No!" This time the new agent was awake. He was angry, or he was provoked, or people interrupted his work, or something was the matter; whatever it was that had happened to him, he forgot the big part that he played in the railroad game.

"Oh," came back the voice, "I thought this was Blank's office. Can you tell me their number? I could'nt find the telephone book and the operator gave me the wrong . . ."

"W-a-i-t a m-o—m-ent," the new assistant agent was plainly bored. At this moment Jones came in to relieve him. "Here, Jones, this lady wants to know Blank's number. Do you know what it is without looking

it up in the book?" Jones picked up the receiver quickly.

"I can tell you their number," he said pleasantly to the woman, "but perhaps we can even save you the trouble of making another call. This is Mr. Jones, of the Baltimore and Ohio. If it's a matter of transportation, I can guarantee you a safe and pleasant trip over our Road. Can't we be of service to you?"

Do you wonder that John Jones got the "customer?" Do you wonder that two hours later found the little lady at the window of the ticket office, asking for Mr. Jones? And is there any doubt where the "trade" might have gone if there had been no John Jones?

We Need More "John Joneses"

Our Traffic Department now has a campaign afoot whereby it hopes to establish the fact that there are John Joneses in the persons of all of our local agents. It is a sort of brotherly Get-Together-With-The-Agents campaign, that is destined to touch every agent on the System. Its purpose is to set before him the importance of his position. It is impossible for superintendents and other officers to get in touch with prospective patrons as they would like to do, but this is something which can be done by the agent, and it is a feature of this campaign to show him the importance of his getting out and making friends for the Railroad, of getting the cooperation of the public by advertising the features of our good service; of look-



Foxburg Bridge—General view of structure from east end, after conclusion of rolling operation, August 21, showing old span in rolled-out position on falsework, and new span in place

ing after the needs of the shippers, such as their empty car requirements, etc.

Along with this movement of training the agents as to their possibilities in getting business for the Railroad in a pleasant manner, comes the suggestion that those agents who show ability in this direction will be in line for promotions to positions in the traffic and operating departments.

Setting a Standard

To further the campaign, and in addition to personal talks with the agents, various meetings are being held throughout the System. A recent report of such a meeting on the Cleveland Division shows what can be done and is being done. But the Clevelanders have gone a step further: *they have set for themselves a mark, a standard allotment for each station*

in the work that it is expected to accomplish. An excerpt from the report of Assistant General Freight Agent Kimes says:

"Bulletins will be issued explaining the method of conducting the campaign, and setting the revenue which we hope and expect each station to produce."

This is the spirit that begets business. Set a standard for a man.

Monongah Division Wins "No Accident" Drive of August 15 to September 15

Standing of Divisions and Terminals

DIVISIONS	STANDING					PERFORMANCE AUGUST 15-SEPTEMBER 15, INCLUSIVE						
	ONE WEEK	TWO WEEKS	THREE WEEKS	MONTH	NO. OF ACCIDENTS	TOTAL COST	COST IN CENTS PER 1000 G. T. MILES				AVERAGES	
							THIS PERIOD	6 M'THS 1921	INC. OR DEC.	PER CENT. CHANGE	PER MONTH 6 MONTHS PERIOD ACCT. COST	
Monongah	1	1	1	1	7	\$452.00	.45	7.35	6.90 Decrease	93.9 Decrease	34	\$7,408.00
Connellsville	5	3	2	2	49	3,032.00	1.44	10.83	9.39 Decrease	86.6 Decrease	74	19,151.00
Baltimore	4	4	3	3	11	5,029.00	1.61	8.14	6.53 Decrease	80.3 Decrease	88	23,878.00
Charleston	2	6	4	4	2	381.00	1.42	6.79	5.37 Decrease	79.1 Decrease	4	1,578.00
Cumberland	3	2	5	5	37	8,080.00	1.66	3.92	2.26 Decrease	57.7 Decrease	346	19,145.00
Pittsburgh	6	5	6	6	22	3,661.00	2.23	4.82	2.59 Decrease	53.8 Decrease	54	7,506.00
Wheeling	7	7	7	7	15	4,810.00	5.74	10.09	4.35 Decrease	43.2 Decrease	34	7,883.00
Ohio River	8	8	8	8	8	198.00	.57	.72	.15 Decrease	20.8 Decrease	9	223.00
Total					151	\$25,643.00	1.81	6.48	4.67 Decrease	72.1 Decrease	643	\$86,773.00

TERMINALS		COST PER 100 NEW CARS			
		MONTH AUG. 15-SEPT. 15 INCL.	THREE WEEKS	INC. OR DEC.	PER CENT. CHANGE
Baltimore	49	\$ 1,073.00	\$ 1.73	Increase	.22
Pittsburgh	9	625.00	.86	Decrease	.39
Wilmsere					
Benwood	2	110.00	.42	Decrease	.17
Washington, D. C.					
Demmler	3	86.00	.47	Decrease	.11
Brunswick	3	874.00	1.57	Decrease	.77
Glenwood					
Holloway	1	150.00	.15	Decrease	.08
Keyser					
Grafton	2	50.00	.13	Increase	.13
Connellsville	25	2,295.00	6.00	Decrease	.58
Fairmont	4	200.00	.99	Decrease	.21
Cumberland	9	485.00	.67	Increase	.04
Parkersburg	3	462.00	3.11	Decrease	.30
East Side	12	4,483.00	13.29	Decrease	4.90
Clarksburg	2	445.00	3.32	Decrease	2.55
Gassaway					
Buckhannon					
Weston					
Ellwood, Pa.					
Washington, Pa.					

Office of General Manager,
BALTIMORE, MD., September 23, 1921.

whether he be agent or office boy, engineer or clerk, trackman or superintendent, and if he is made of the right material he will succeed.

Cleveland Division, accept our congratulations!

R. W. Brown Made Superintendent, Connellsville Division.

Following the resignation of W. J. Brady as superintendent of the Con-

nellsville Division of the Baltimore and Ohio, Revelle W. Brown, formerly superintendent of the Ohio Division, with headquarters at Chillicothe, Ohio, has been named to succeed him.

Mr. Brown was born August 5, 1883, entering the employ of the Baltimore and Ohio July 19, 1901, as a laborer on the Illinois Division. In 1902 he became a fireman and advanced to locomotive engineer in

November 1905. Later he was appointed assistant road foreman of engines and in October 1912, road foreman of engines with headquarters at Indianapolis, soon thereafter being promoted to supervisor of locomotives. On June 1, 1915, he was made trainmaster at Delphos, Ohio, being advanced to assistant superintendent of the Ohio Division October 1, 1917, becoming superintendent of that division September 1, 1919.

We Saved at the Rate of over a Million and a Quarter Dollars a Year in the "No-Accident" Drive, Eastern Lines

To All Operating Department Officers and Employees:

The "No Accident Campaign" inaugurated on the Eastern Lines of the Baltimore and Ohio for the thirty day period, August 15, to September 15, 1921, for the purpose of reducing loss and damage to lading, equipment and roadway by reason of accidents in yards and on line of road, has resulted in showing the large amount of money that employes can save the railroad by diligent attention in the performance of their duties.

Tabulated statement on the opposite page shows the results, from which it will be noted that the Monongah Division stands at the head of the list, and the others follow in the order of their standing.

During the six months, February to July, 1921, inclusive, the average loss per month by reason of damage to locomotives, cars, tracks, and structures, and cost of clearing wrecks, was \$86,773 as compared with \$25,643 for the period of this campaign, a decrease of \$61,130 or 70.4 per cent.

Translating these figures into 1000 gross ton miles, the loss to the Baltimore and Ohio incurred by reason of damage to locomotives, cars, tracks and structures and cost of clearing wrecks for the Eastern Lines was 6.48 cents per 1000 gross ton miles for the six months period ended July 31, while during the period covered by the "No-Accident Campaign" the cost was but 1.81 cents per 1000 gross ton miles, a decrease of 4.67 cents per 1000 gross ton miles, or 72.1 per cent. This reduction is very significant. A saving of \$61,130 per month on the Eastern Lines is equivalent to \$733,560 per annum.

Applying the decrease of 4.67 cents per 1000 gross ton miles to the business handled on the Baltimore and Ohio System during the same six months period, a saving of \$114,252 per month, or \$1,371,024 per annum, would have been made.

If this saving had been realized during the past twelve months, the items for the clearing of wrecks, loss and damage of freight, damage to equipment and roadway would have been reduced to a minimum, and the sum of \$1,371,024 would have been available for needed repairs to equipment and roadway. At \$3.00 per ton the estimated saving would purchase 457,008 tons or 9,140 cars of coal for locomotive fuel.

It is hoped that every employee of the Company working directly in transportation service, or indirectly, will study these figures and apply the lesson they teach in helping to reduce accidents of all kinds which result not only in personal injury, but loss and damage to freight and great damage to equipment and roadway.

C. H. Galloway

Vice-President Operation and Maintenance

There Are "Blanks" Galore in this Letter but They Mean Real Money to the Baltimore and Ohio

Veteran George Metcalf has done yeoman work in the business-getting campaign of the Baltimore and Ohio

WE HAVE seen few letters resulting from our business-getting campaign that mean more to the Railroad than the one reprinted later on in this article. It was sent to the editor of the MAGAZINE by Boiler Maker Helper George Metcalf, of Garrett, Ind., and with it was the following laconic note from him:

316 High Street.

GARRETT, Ind., Sept. 28, 1921.

Dear Sir—I asked a friend of mine if he would help the Baltimore and Ohio by shipping freight over the line, and enclosed is the letter he sent to me, so you see I tried to do my bit.

Yours truly,

(Signed) GEORGE METCALF.

And the letter that Mr. Metcalf enclosed was such an inspiring one and showed so forcibly the splendid results to the Company from the good will and the good work of just one man, that it made us sit up and take notice. For business reasons it is impracticable for us to reproduce the letter in full but if you will read into the blanks in the following reprint, the name of one of the largest manufacturing concerns in the country, the names of several of the factories which supply them with their raw materials, and the names of a number of the competitors of the Baltimore and Ohio, you can see as attractive a picture as we saw when we first read the original copy.

It was dated September 8, and was addressed to Mr. Metcalf at his home in Garrett, Ind.

Dear Sir—In compliance with our conversation of September 4, wish to say:

That the writer has instructed the — Co., of —, Ohio, to divert all future carload shipments of pig iron from the — R. R. to the Baltimore and Ohio. These shipments amount to approximately three or four cars per week. Have directed the — Co., of —, Fla., whose shipments consist of approximately three cars per week, and which route at the present time has been divided 50-50 with the — R. R's and the — R. R's to route all future shipments over the — Baltimore and Ohio routing.

Also have this day sent a man to ride car of turpentine, originating at —, Ala., original routing of which was — R.R's and have directed him to divert this car at Cincinnati over the Baltimore and Ohio.

Have done nothing in reference to carloads originating in the — district as we maintain a representative there and the writer expects to make a trip there the early part of next week, at which time will take up directly with our representative and instruct him to use Baltimore and Ohio routing wherever consistent. Will also stop at Warren and have — reroute via Baltimore and Ohio instead of —.

Hoping this is satisfactory and all that you expect, beg to remain,

Yours very truly,

— Company,

(Signed) —

— Manager.

After the reports in this letter had been verified by our Commercial Development Department we wrote to Mr. Metcalf to find out how he had turned the trick. And this is his reply:

GARRETT, IND., October 14, 1921.
Editor MAGAZINE,
Baltimore, Md.,

Dear Sir—Your letter at hand, and will try to answer your questions.

The writer of the letter promising business to the Baltimore and Ohio, is my son-in-law, and was at one time a brakeman on the Chicago Division. He was visiting me and I asked him what he could do for the Company in the way of shipping freight. He said he would see what he could do and you have the letter I received from him.

I began work for the Baltimore and Ohio on March 7, 1883 as a fireman, was promoted to engineer, June 16, 1886, and ran an engine for seven years. I lost my right eye from a hot cinder while running an engine.

I have a common school education and was born in Linn County, Iowa. I have always worked for the interests of the Company I work for. As requested, am enclosing a picture of myself.

Hoping that this proves satisfactory, I remain,

Yours respectfully,

(Signed) GEORGE METCALF.

It is at all times in good taste for our employes to ask their relatives and friends to patronize the Company which gives them their living. If you were a grocer, or automobile dealer, or an insurance agent, you would naturally expect your relatives and friends to give you their trade. It is



Veteran Boiler Maker Helper George Metcalf

To the Youngest Old Man on the System

FORM 44

THE BALTIMORE AND OHIO RAILROAD COMPANY

TELEGRAM

BE BRIEF

2800 L. F.S.

Chgo Oct 9, 1921

C W Haulenbeck

Balto

Understand you are 78 years young today please accept my congratulations and best wishes.

C W C.

1117 P

because many of us have not looked at the proposition in this light that we have not always been ardent solicitors of business for the Company. And don't forget that you have an

army of loyal employees anxious to give the kind of service to your folks and acquaintances that you would like them to have.

Congratulations, Mr. Metcalf!

On The Baltimore and Ohio Firemen Keep Their Own Record of Coal Consumption with Remarkable Accuracy

Fireman Milton Temple's estimate showed only one ton variation in a total disbursement of 124 tons

By W. L. Robinson

Superintendent, Fuel and Locomotive Performance

FOR a number of years on the Baltimore and Ohio a monthly statement of the performance of individual engineers and engines has been compiled and issued. The purpose of comparing the current fuel performance with previous performance is the stimulation of interest upon the part of those whose names appear on the statements and the direction of the attention of the supervising officers to those who may need assistance in order to improve their performance.

Other railroads and associations of railroad officers have for some time past been giving particular attention to the feature of the individual performance record as an essential element of fuel economy work and it appears to be probable that several roads will establish such records in the near future.

The advantage obtained from such records and the good they may do in the direction of improving the fuel performance and reducing the fuel expense of the railroad is dependent to a great extent upon the interest taken in them by the employees and their supervising officers.

It is now generally recognized that exact charges of coal against the engines, such as would result from accurate weighing or measuring of each disbursement of fuel, is not absolutely necessary in order to obtain reasonably accurate records which may serve as the basis of the performance statements. It is desirable that each disbursement may be charged with the greatest practicable accuracy, which can be accomplished in most cases by constant supervision of the employees who place coal on the engines and estimate the disbursements. This is the method in effect on the Baltimore and Ohio.

A good example of the interest that such records may stimulate among those whose performance they show, as well as of the accuracy of the records for practical purposes, was recently reported from the Newark Division.

Fireman Milton Temple, in passenger service, running between Newark and Parkersburg with engine 884 during the month of April, 1921, kept a daily record of his estimates of the disbursements of coal to his engine for 22 days. On thirteen days his

estimates agreed with the estimate of the tippelman, on five days his estimate was from one-half to one ton less and on four days from one-half to one ton more than the tippelman's estimate, with the final result of only one ton variation in a total disbursement of 124 tons.

Firemen on every division of the System are keeping record of their coal consumption in an endeavor to beat the records of others on similar runs and this spirit of competition is undoubtedly helpful to fuel economy.

In the photograph with Fireman Temple, we find Engineer D. R. Parker, another enthusiast on the subject of handling fuel. A few more men who, like these two, have earned the title of "Coal Savers", and the fuel situation will cease to be a problem.

"Thanks!" Says Pittsburgh Motorist, for Timely Warning that His Car Was Carelessly Driven

FOR months the Baltimore and Ohio has been carrying on through the Safety Department a most practical and resultful campaign to reduce motor car accidents at our railroad crossings. It is taken right to the car owner himself in a direct and forceful—yet friendly—way, and the response which the Railroad is getting is well illustrated in the following letter to Vice-President Galloway:

AUGUST LOCH,

JEWELER AND OPTICIAN,

415 Federal Street. North Side.

PITTSBURGH, PA., September 26, 1921.

MR. C. W. GALLOWAY,
Baltimore, Md.

Dear Sir—I want to thank you for the postal card you sent to me stating that my car Pennsylvania No. 340,100 crossed your

track at Stoyestown without observing the danger signal. I was not in the car on that day, but the parties who were in the car told me it would never happen again. You cured them. Thank you!

(Signed) AUGUST LOCH.

Mr. Loch's car is one of the thousands which are constantly going over the crossings of the Baltimore and Ohio and other railroads. And it is to keep those driven carelessly, and their occupants, free from harm that our Company is making its check of the drivers.

Just as often as possible division officers arrange to have competent employees do this checking work. Sometimes they do it themselves. When the observer, standing at the crossing, sees a driver approach or

(Continued on Page 13)



Fireman Temple and Engineer Parker, fuel savers

Safety Section

Vice-President Galloway Addresses National Safety Congress

OLD Boston, the background of all sorts of historical happenings, honored as the home or headquarters of many of those who have made the United States what it is today, loved for its quaintness and for the beauty of its surrounding country, and famous as a seat of learning, added one more link to its chain of historic meetings when it was chosen as the rendezvous of the National Safety Congress during the week beginning September 26.

At this tenth annual convention, held at the historic State House, were gathered men who represented perhaps a hundred industries and professions. What cause could be more worthy of the recognition from every walk of life than that which works forward the safeguarding of life and limb—nationwide SAFETY?

Not only within the limits of the city of Boston, but throughout the whole state of Massachusetts during this week, a safety campaign was in progress. At South Station, where the ebb and flow of humanity reminds the onlooker more than ever that the great machine of progress needs an occasional warning lest it slip its cogs and become clogged through the work of the demon Carelessness, there hung posters of varied designs, announcing that this was Safety Week, that Massachusetts expected citizen and visitor to do their duty. "WELCOME SAFETY CONGRESS" was a banner which hung from one side of the station to the other. Such signs were spread about the city; and the schools were filled with posters well calculated to drive home the meaning of Safety.

Inside the State House the 19 sections of the National Safety Council held their meetings. These were divided as follows: Automobile, Chemical, Construction, Drop Forge, Education, Electric Railway, Engineering, Health Service, Metals, Mining, Packers and Tanners, Paper and Pulp, Public Safety, Public Utilities, Rubber, Steam Railroad, Textile, Women in Industry, Woodworking.

The Steam Railroad section was naturally the one in which the Safety men of the Baltimore and Ohio were

interested; John T. Broderick, superintendent of Safety, together with the following men represented the Baltimore and Ohio; E. R. Scoville, W. D. Lenderking, W. F. Braden, W. L. Allison, and W. J. Head, Safety agents.

Safety Sayings

Gleaned at the National Safety Congress in Boston

"The great need of Safety is due to the inherent tendency of man to take a chance on his own life and the lives of his fellow employees."

—General Superintendent Meredith, Central Railroad of New Jersey.

"Man's greatest jeopardy is at crossings; this is where the big Mogul and the 'tin Lizzie' meet. Everybody rides trains; trainmen are safe men, but the public is criminally careless."

—Rev. Walt Holcomb, evangelist, Cartersville, Georgia.

"Educate the automobile driver by demanding that he receive a greater amount of training before he is allowed to drive a car."

—Vice-President Galloway, Baltimore and Ohio Railroad.

"Money cannot replace the loss of eyesight or limbs."

—Harry A. Adams, assistant to general manager, Union Pacific Railroad.

"A man who enters the service of the railroad at the age of 20 years may reasonably expect 42 years of service; if he does himself an injury that might have been prevented, he robs himself—he robs his family—his fellow employee—his community—his company—and the God who gave him life."

—John F. Moore, associate general secretary, International Committee, Y. M. C. A., New York.

"Is it not singular, that everything that is worth doing well has a moral and ethical background?"

—T. H. Carrow, supervisor of Safety, Pennsylvania System.

"As the airplane is above the ox-cart, so will the results of Safety be above what they were when we first started with it."

—E. L. Bair, vice-president, Benefit Association of Railway Employees, Chicago.

On Tuesday morning, September 27, this section, whose members came from practically every large railroad in the United States, enjoyed an address by Charles W. Galloway, vice-president, Operation and Maintenance, of the Baltimore and Ohio.

The meeting was opened at ten o'clock by Chairman T. H. Carrow, superintendent of Safety, Pennsylvania System. The program was as follows: Reports of chairman, secretary and committees, followed by four addresses, the first by John F. Moore, associate general secretary, International Committee, Railroad Y. M. C. A., New York City.

Mr. Moore's subject was "Safety First—From a Moral Viewpoint." He took his "text" from the book of Deuteronomy, explaining that Safety First began in Old Testament days. Mr. Moore outlined the causes of accidents, giving some of the moral defects which lead to man failure, and offering methods for correction.

Following Mr. Moore, there was an address by the Rev. Walt Holcomb, evangelist, Cartersville, Ga., on "The Safety of Man." Mr. Holcomb gave a clear, interesting talk, impressing upon his hearers the great responsibility that rests upon each person in the battle for Safety.

Chairman Carrow then introduced Mr. Galloway.

Mr. Galloway spoke of Safety on the Baltimore and Ohio, of the accident tests, of the increase of man hours per casualty, emphasizing the importance of eliminating grade crossing accidents. He gave figures which showed what has been accomplished by the Baltimore and Ohio, and the possibilities, if handled systematically, of what may yet be accomplished. He spoke from his personal experience with drivers of motor vehicles.

Mr. Galloway said that in the year 1915 there were on the Baltimore and Ohio 9659 casualties; that in 1920 there were 6941; but—in 1915 there were but 32,000,000,000 gross ton miles, as against 41,000,000,000 in 1920, an increase in gross ton miles of 26 per cent., and a 13 per cent. increase in train mileage; it follows then that there has been a 28 per cent. decrease in the number of casualties. The accident test in April and May, in which the Philadelphia and Toledo Divisions were the winners, showed an increase of 81 per cent. of man hours per casualty.

"Parallel to Safety work," said Mr. Galloway, "is the prevention of accidents at grade crossings." He then told of the experience which is required of engineers before they are

allowed to take charge of trains, comparing it with the limited amount of experience which the law requires of those who operate automobiles. In connection with this feature, Mr. Galloway went into detail, telling of the causes of accidents at grade crossings, and emphasizing that the education of the operators of auto vehicles will go a long way toward the elimination of such accidents. He cited instances where collisions had taken place at grade crossings even after the drivers of motor vehicles had been warned of approaching trains.

As to the future of the Safety Council, Mr. Galloway urged that its integrity be preserved.

"Thanks," Says Motorist

(Continued from page 11)

cross in a careless manner, he makes a note of the car number. This is forwarded to the office of the division superintendent, where record is made of it. Then it goes to the office of Vice-President Galloway. Here another record is made and a duplicate record sent in post card form to the Commissioner of Motor Vehicles of the state which licensed the car. He, in turn, addresses the card to the address of the licensee, who is thus apprised of the careless handling of his car at the crossing.

Often the owner has not been in the car when the disregard of proper precaution by the driver was shown. Perhaps the chauffeur or another member of the family was driving. The friendly warning therefore comes to most car owners as most helpful and considerate advice—advice which might very easily avert the loss of his car or the even worse calamity of accident or death to his loved ones.

An investment in the bank of SAFETY always pays one-hundred per cent. dividend. Remember that when you are injured, while nature does the healing, the doctor "cops" the fee.

Practice SAFETY FIRST ALWAYS.

Friends are something like clothes—they last a long time if you save 'em for Sunday, but if you use 'em every day you wear 'em out. Tell your friends to travel BALTIMORE AND OHIO, and there will be no danger of wearing 'em out.

By A. E. Erich,
Correspondent, Ohio Division

Old Lady (who has been lunching with her son).—Here, William, you left this quarter on the table by mistake. It's lucky I saw it, because the waiter had his eye on it.—*Exchange.*

THE BALTIMORE AND OHIO RAILROAD COMPANY SAFETY DEPARTMENT

Honor Roll Shops Are Those Having No Reportable Injuries

Casualties and man hour record of shops working more than 50,000 man hours during the month of August, 1921

THIS MONTH'S HONOR ROLL		INJURIES	MAN HOURS WORKED	RANK IN JULY	
Connellsville.....		0	99,987	9	
RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN JULY
1	South Chicago.....	85,504	1	85,504	12
2	Holloway.....	52,983	1	52,983	Honor Roll
3	*Glenwood (Back Shop)...	185,556	4	46,389	12
4	East Side.....	92,330	2	46,165	17
5	Ivorydale.....	136,320	3	45,440	8
6	Lima.....	85,430	2	42,715	4
7	Washington, Ind.....	111,059	3	37,020	6
8	New Castle.....	72,189	2	36,094	3
9	Cumberland (Back Shop).....	92,471	3	30,824	19
10	Riverside.....	147,985	6	24,664	22
11	Lorain.....	73,130	3	24,377	18
12	Benwood.....	78,368	4	19,592	16
13	Glenwood (Master Mechanic).....	76,284	4	19,071	5
14	*Ohio River Low Yard...	56,969	3	18,990	3
15	Grafton.....	76,313	5	15,263	1
16	Lincoln St. (including Robey St.).....	73,932	5	14,786	2
17	Chillicothe.....	71,661	5	14,332	15
18	Newark.....	97,366	7	13,909	10
19	Willard.....	79,929	6	13,322	21
20	Keyser.....	157,054	12	13,088	14
21	Cumberland (Master Mechanic).....	194,778	16	12,174	7
22	Brunswick.....	102,128	10	10,213	13
23	Mt. Clare.....	351,490	37	9,500	23
24	Garrett.....	94,970	12	7,914	11

*Shown on statement of shops working 50,000 or less man hours during month of July.

Casualties and man hour record of shops working 50,000 or less man hours during the month of August, 1921

THIS MONTH'S HONOR ROLL		INJURIES	MAN HOURS WORKED	RANK IN JULY	
East Dayton.....		0	47,320	1	
Gassaway.....		0	30,867	Honor Roll	
Allegheny.....		0	23,420	Honor Roll	
East Chicago.....		0	18,690	Honor Roll	
Weston.....		0	15,958	7	
Haselton.....		0	15,549	Honor Roll	
Sabraton.....		0	11,448	10	
Harrisonburg.....		0	3,431	Honor Roll	
North Vernon.....		0	3,262	Honor Roll	
RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN JULY
1	**Storrs.....	49,735	1	49,735	20
2	Fairmont.....	40,479	1	40,479	6
3	Cleveland.....	40,312	1	40,312	5
4	Painesville.....	37,640	1	37,640	11
5	Zanesville.....	33,801	1	33,801	2
6	Ohio River High Yard...	33,016	1	33,016	9
7	Flora.....	25,745	1	25,745	Honor Roll
8	Somerset.....	21,050	1	21,050	Honor Roll
9	Cone.....	33,451	2	16,725	8
10	Rossford.....	45,620	4	11,405	4
11	Stock Yards.....	22,024	2	11,012	13
12	Martinsburg.....	25,578	3	8,526	15
13	Green Spring.....	23,446	10	2,345	14

**Shown on statement of shops working more than 50,000 man hours during month of July.

Total Injuries of All Shops Reporting:

January, 200; February, 129; March, 116; April, 78; May, 133; June, 150; July, 207; August, 185.

The Conductor Did Not Realize that His Discourtesy Would Call for an Apology from the Management

Mr. Daniel Willard, President,
The Baltimore and Ohio Railroad,
Baltimore, Md.

Washington, D. C., September 7, 1921.

Dear Mr. Willard:

I have been a patron of your railroad at very frequent intervals for the past fourteen years, and have always received my due amount of courtesy from the employes, until on a very recent trip from Cumberland to Washington. Arriving just before train time, I found a passenger train on the crossing where there was no subway. Seeing a conductor, I appealed to him, asking if it was safe to cross by passing over the platform of the standing coaches, in order to purchase my ticket; his none too gracious answer was: "Why don't you go around." The "around" to which he referred, was to the rear of the train and back—a distance of at least a square. While I was attempting to explain to him that I wished to board that train, and by so doing I should miss it, he walked away leaving me talking. I consider that conductor, first, very rude to a lady, secondly, very inconsiderate of passengers, especially when traveling alone; and thirdly, very much disinterested in his employer's business interests, or he would have informed me that it was permissible for me to board the train at that place, and pay my fare. Then as I attempted to walk around the train, a long freight approached and cut me off completely; when the freight had passed, my train had departed. I learned that blocking the crossings happens frequently in that town. Was compelled to wait for the night train, with no available berths. Doomed to spend the greater part of the night in a day coach was bad enough, but being annoyed by a fellow passenger who persisted in pressing his attention upon me was worse; arriving in Washington at 2.30 in the morning, was mighty embarrassing, all due to a stupid conductor and bad management.

As I am a wage earner, and have my employer's interest really at heart, I feel that on account of loss of rest I gave him a very poor day's service the day following, besides feeling miserable myself.

I may feel different before my next trip is due, but my present attitude is, when in quest of courtesy, consideration, and comfort, stay away from the Baltimore and Ohio.

I am not a "knocker," but realize that no enterprise is successful unless its managers know its defects.

Very respectfully,

(Signed) (Miss) _____

THE BALTIMORE AND OHIO RAILROAD COMPANY
OFFICE OF THE PRESIDENT
BALTIMORE, MD:

DANIEL WILLARD,
PRESIDENT

At New York, September 13, 1921.

Miss _____
Washington, D. C.
My dear Miss _____:

Your letter of September 7 has just reached me, and I have read with chagrin what you say therein with reference to your experience in connection with Baltimore and Ohio trains at Cumberland and also on your way from that place to Washington.

I suppose the one thing to which the officers of the Baltimore and Ohio Company are urged to give constant and alert attention, above all others, is the question of Safety, but second only to Safety, all connected with the Company have been urged repeatedly to be courteous and considerate in their dealings with the public. We believe that courtesy pays, and that belief in my own case is confirmed by what is said in your letter. You clearly indicate that because you were treated discourteously on a certain date by some employe of the Baltimore and Ohio Company, that hereafter you will be disposed to ride on some road other than the Baltimore and Ohio, when possible, which, of course, would mean a loss of revenue to that Company.

I regret very much that a Baltimore and Ohio conductor should have replied to you as you say he did at Cumberland. No matter who he was, or what his connection with the Company, he ought to have replied courteously and helpfully to your question, if for no other reason, simply because you are a woman and he is a man. Unfortunately, you did not state definitely in your letter when the incident occurred, and it is therefore impossible for me to locate the man at fault. I have decided, however, to print your letter in full in the Baltimore and Ohio Magazine, if you have no objection, and also a copy of my reply, in order that all employes in the service may appreciate the direct effect which their attitude has upon the reputation and business of the Company.

I note also what you say concerning the annoyance to which you were subjected by a fellow passenger on your way to Washington. Passenger conductors are expected to look after the safety of their trains and also the comfort and convenience of their passengers. The conductor of a passenger train, in a general sense, occupies the same relation to the passengers upon his train, that the captain occupies with reference to the passengers on his ship. Both are supposed to maintain good order. If you ever have the misfortune to be annoyed again in a similar way when traveling on a Baltimore and Ohio train, I hope you will bring the matter to the attention of the train conductor, who I feel certain will take the necessary steps to correct the matter complained of.

I repeat that I am very much chagrined because of the manner in which you were treated by one of the Baltimore and Ohio employes, and apologize for his rudeness. However, I find some satisfaction in your statement that you have traveled over the Baltimore and Ohio Railroad at intervals for fourteen years and have always received your "due amount of courtesy," until the incident referred to. If you should have occasion to use our trains in the future, I hope you will have no further cause to complain of discourteous treatment on the part of Baltimore and Ohio employes.

Very truly yours,

Daniel Willard

P. S. Of course, we will not publish your name unless you are quite willing we should do so.

The young lady who wrote the letter declined to let us use her name—Ed.



Hygiene of the Mind

By Dr. A. J. Bossyns

Medical Examiner, Baltimore, Md.

IT IS safe to say that if man were forced to depend solely on instinct, the whole human race would perish in a few years. Of all living creatures, man would be the least able to procure food and defend himself from the attacks of beasts. His mastery over the animal kingdom was won by intellect and reason. It is through the mind that he invented means of protection and methods of growing food, and learned the arts and sciences. Since the mind has performed such wonders, it is not strange that it should have a wonderful influence over the body. As a matter of fact, the mind has superseded instinct, governs the body, and to a great extent controls action, health and life itself.

Mind Controls Body

Mind and body are so intimately connected that the conduct of one affects the other, and both thrive or suffer together. When the mind is burdened with sorrow or worry, the functions of the body become deranged, as manifested by disturbance of digestion, secretion and assimilation. Sudden fright or startling news causes violent heart action and faintness, which are followed by loss of appetite, sleeplessness and other physical disorders. Extreme anger and occasionally excessive joy will produce the same symptoms. The cumulative effects of homesickness, unrequited love, despondency or despair will be exhibited in depression of spirits, impaired digestion, disturbed sleep, and loss of weight and vitality. These symptoms may be produced by imaginary as well as by real conditions, and those who become victims of their own imagination really believe that they are afflicted with some serious disease, and suffer accordingly. They constitute the cases that are cured by mental suggestion, or by the widely advertised "cure-alls."

The Tonic of Good Cheer

The good effects of mind over body are equally evident. Good news, success in laudable undertakings, the pleasure of duties well done, and the fun of innocent play, all stimulate and benefit the body. A patient always shows improvement after the visit of a friend or relative who enters the sick room with a friendly smile, and expresses a few words of encouragement and confidence in speedy recovery. Just as sick cases sometimes terminate fatally upon receipt of calamitous news, others are saved from impending death by reassuring news, good fortune or the appearance of a long absent friend or relative. The mind not only influences the body, but also influences other minds. An individual will appear in an angry mood, growl over trifles, find fault with everybody, and thus cause depression among his fellows, and discouragement in their work. Another will arrive smiling, have a cheerful word for each of his comrades, and spread sunshine and optimism over all. It is clear that the mind must be healthy to show good effects, and it must be strong to withstand the unwholesome animal nature or instincts of the body. Vice, perversity and crime are the fruits of weak minds, while adherence to right, courage in adversity, and determination to overcome obstacles are the attributes of the strong.

Cultivate Will Power—a Mark of Mastery

We are not all equally blessed with strong minds and bodies, but we can strengthen both by using will power along proper channels. Will power can be cultivated and developed to a surprising degree by everyone. It can be tested by swallowing a bitter or sour food or medicine without the twitch of a muscle, by suffering pain without flinching, or by abstaining from the little faults that are indulged in for self-gratification. It should be

practiced by exhibiting patience in petty annoyances, composure during displeasure, and cheerfulness under adverse conditions. Inability to do these things is a confession of weakness, their accomplishment a mark of mastery.

The cumulative force of the cultivation of will power is always apparent, but is best demonstrated in the sick room. Instead of moaning with pain, and keeping the household in an uproar with unreasonable demands, he who has mastered his will, suffers in silence and retains his complacency. Instead of yielding to pessimism and making recovery difficult by unnecessary worry, he remains smilingly cheerful, confident in a speedy return to health, and thus assists nature in the cure of the malady. Hygiene of the mind means keeping in harmony with nature, avoiding the discords of physical and mental excesses, and the regulation of one's action by will.

Will power grows by what it feeds on, and, with constant exercise, will in time become so strong that one may overcome suffering and adversity, restrain all harmful desires, and bear life's burdens with patience and fortitude. As the mind gains in power, the selfish animal instincts are correspondingly repressed, and the proper conduct of mind and body becomes a fixed habit.

Will power rules and governs all actions, and if trained along suitable channels, will result in cleanliness of mind and body, cheerfulness in the home and workshop, and the thorough enjoyment of life. Life is what we make it, and the *will* to live properly has for its reward, good health, happiness and longevity.

Finds a Way to Beat the Landlord.

BELINGTON, W. VA., August 3, 1921.

Mr. W. J. DUDLEY,
Superintendent Relief Department,
Baltimore, Md.

Dear Sir—I am enclosing a photograph of our home which was purchased through the Baltimore and Ohio Relief Department, and of which we are proud.

I know of no better or easier plan by which an employe can secure a home of his own and thus save the landlord from making his monthly rent collections. I wish to thank the Relief Department for the many favors shown me while a borrower.

You may have the photograph of our home for the BALTIMORE AND OHIO MAGAZINE, if you wish.

Yours truly,

(Signed) J. L. RHODES, *Car Inspector*



BALTIMORE AND OHIO MAGAZINE

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The Weak Rung In One Man's Ladder

Recently I ran into a group of men doing an important construction job for the Railroad. I began to ask questions and the foreman got so interested in explaining the work to me that it was an hour before I was able to break away from him. In many respects he is a superior man, having a number of the qualities that go to make leaders in the railroad world.

The particular equipment of which he has charge has never failed in its important job of moving trains. He supervised its construction and had to invent a good deal of it to suit the peculiar conditions. He has never had a man killed under his supervision (and there is an unusual hazard connected with the work), and only one man injured, and he not seriously.

His intelligence reaches beyond the confines of his everyday work and he talks convincingly on the general railroad situation.

His enthusiasm is suggested by the interest he took in explaining his work to me. He is faithful, loyal, painstaking and interested in the prosperity of the Company.

Yet he himself maintains that, as compared with a number of other men who started railroading with him, he is a failure.

He was telling me how he had been faced with this emergency and that, and how through his own ingenuity he had met them and kept the trains moving. Then he stopped suddenly and, his expression changing to one of deep disappointment, he said:

"And just look at me. After all these years of service, handling and supervising this important cog in the Railroad's machine, I am nothing but a foreman—holding down the same job I had 15 years ago.

"Men who started with and after me in the same department have left me in the lurch and are now holding down big desk jobs with fine salaries."

The man's sincerity made a deep impression on me and I felt a lump rising in my throat as I realized how keenly he felt that he had been a failure. And I fear that my effort to cheer him up a bit was not altogether successful.

Several days later, with the recollection of this experience still hanging heavily over me, I met another Baltimore and Ohio man, one who has known intimately for years the subject of the story. He is now out of the service and while working for the Railroad was perhaps as successful, but not more successful than the foreman. So I put the case up to him.

"Yes," he said, "he is just that good a man in his job. Everything that he told you is true, the long years of service, his knowledge of his work, his ingenuity, faithfulness, loyalty. In fact I don't know how his job could have been handled better than it has been by him."

"Why then," I asked, "hasn't he gone further up the ladder? With all those years of service, with all his splendid qualities, his career seems to be what he seems to think it is, a tragedy."

"Yes, it does seem so," replied my informant. "And yet he has brought it all on himself. He has always had a one-track mind and has never been able to take the suggestions and orders of his superior officers graciously."

"Confident of his own ability to handle his job, he became mentally stubborn early in his career. Many of the men who started with him but have passed him will tell you how often he has said in effect: 'Well, if I can't do it this way, I won't do it at all. If you don't like the way I run this job, you can get someone else to do it.'"

I then recalled a remark made by the foreman in his conversation with me—the remark that he had never taken a vacation. This, it seems to me, confirms in a measure the diagnosis of his so-called failure. He has always felt so absolutely right in what he was doing that he considered himself indispensable to the job. And in that way he developed a self-sufficiency and a stubbornness which explains the disappointment of his railroad career.

There has never been a man so big, so perfect, so indispensable to his task, that he could afford to ignore the advice of those placed around him to help him. No man is so important that some other man could not fill his place.

A Practical Vocational Plan

The city of York, Pa., has made quite a name for itself because of the advanced and interesting methods in use by its school authorities in the training of school pupils in the trades. They call it the "Cooperative Vocational Plan" and it works briefly as follows:

Two boys, who wish to learn the same trade, are paired. One goes to school for a two weeks' period and the other spends the same length of time in a shop at practical work in the trade he has selected. At the end of the two weeks' period their positions are reversed.

The advantages of the plan are apparent. It gives the students the requisite theoretical knowledge and training and enables them to supplement this by the lessons of their practical work. It gives to the employer the continuous labor of one person. And, as the boys are paid for their work, it enables them to be self-supporting to a great extent while learning the trade.

During the year 1920-1921 there were 169 sophomores, juniors and seniors doing this type of work, the total amount of their wages being \$50,272.97, or an average of almost \$300 per man.

It will be noted that first year men are unemployed and hence not earning any wages.

The most interesting feature in connection with this situation in York, however, is the fact that of the 169 pupils, only 6 of them were unemployed. This seems to be pretty good proof that the plan is a sound one and that the boys are doing efficient work.

The kinds of trade followed and the number of pupils engaged in each were: machinists, 122; pattern makers, 24; electricians, 14; cabinet makers, 2; layer outs, 1; paper makers, 2; ornamental iron fitters, 1; sheetmetal workers, 2; auto mechanics, 1.

At this time of the year there are probably hundreds of men on the Baltimore and Ohio who, having seen some of their companions and many of their younger brothers and sisters go back to school, are asking themselves if they have had a sufficient amount of training. And they may well do this because the signs of the times certainly indicate impressively that it is the trained man who wins.

If there is any kind of practical insurance against want and unemployment, it is the insurance which is being earned by the young fellow who, even at a great sacrifice, makes sure that he is getting good training in the line of work which he has chosen for himself.

In the large cities all over the Baltimore and Ohio there are ample opportunities for our young men employees to study in well managed night schools and universities. The joys at smaller points will probably have to look to the correspondence schools.

In this connection we should add that the Baltimore and Ohio is now making a drive through poster advertising and in other ways, to get the young men of Baltimore and Ohio families interested in the apprentice courses which the Railroad offers. The detailed information can be had from any officers of the Motive Power Department. The wages paid during training and the admirable and comprehensive courses offered, make an ideal combination for the boy who needs to learn a trade. And the young man going into one of these apprentice groups, with the determination to go through the courses creditably, can also have the moral assurance that because of his superior preparation, attained through the combination of theoretical study and practical work, he will have a better insurance against unemployment than the man who has failed to combine the theoretical study with the actual work.

The Puissant Bath

Nothing so stiffens a man's backbone and multiplies his abilities as a consciousness of superiority. Let him feel that he is a worldbeater and he will set the woods afire. He will accomplish the impossible. He will rejoice as a strong man to run a race. Persuade him that he is a weakling, and he is licked before the fight begins.

Whatever his work may be, whether he leads armies or writes poems or lays brick, he will perform the better for the possession of the quality men call conceit, for conceit is no more than self-respect, and without self-respect one has no more chance in the world than a one-legged man at a kicking match.

If a man is conscious of being a little more righteous than his fellows, knowledge of his superiority will tickle his vanity and enlarge his ego. And in this respect at least, cleanliness is next to godliness, for the clean man feels superior to the unclean man, and consciousness of superiority gives him an advantage whenever the two shall meet.

Find a man who now respects himself and holds his head high; require him to go unshaven and unwashed for a fortnight; dress him in wrinkled garments and unshined shoes; and behold, he will cringe and keep in the shadows.

Or find one who thinks himself whipped of fate; shave and shear him; scrub his hide and dress him in fine clothes, and he will look the world in the eye and walk with kings.

The man who denies himself a daily bath and a daily change of socks and shirt deliberately assumes a handicap. Pride may be absorbed from a bathtub of water. In the lather of soap is a charm that will increase his horsepower 50 per cent. Man crushed to earth will rise again from the depths of a bathtub. You can't keep a clean man down.

—Baltimore Evening Sun.

Statistics compiled by the National Association of Ice Cream Manufacturers shows that the consumption of ice cream in the United States has increased approximately 100,000,000 gallons since prohibition went into effect.



Transportation Past and Future

An officer of the United States Air Service recently addressed the monthly meeting of the Baltimore Traffic Club. The appalling catastrophe to the ZR-2, the dirigible airship built by Great Britain for the United States, which collapsed and fell into the River Humber in England, had occurred only a few days previously. The wreck, with the large loss of life which accompanied it, was fresh in the minds of the audience, and the certainty with which the speaker predicted that this accident, terrible and discouraging though it was, would not hold up appreciably the development of the dirigible airship, amazed some of his hearers.

Among other things he said that practical aeronautical engineers are even now making the forecast that although the ZR-2 was by far the largest airship that had ever been constructed, they believe that the not far distant future will produce airships with a gas, and hence a carrying capacity, of one hundred times that of the ZR-2.

In the mind of the layman, the tragic end of the ZR-2 and most of its crew, would seem almost to prohibit for a long time further experimenting with such risky vehicles of the air, were it not for the discoveries and improvements constantly being made. For instance a new gas, helium, is now being made in small quantities. It has all the buoyancy of hydrogen gas and, in marked contrast to hydrogen, is non-inflammable. And whether we are willing to look into the future with the optimism of the aeronautical engineers and see in our mind's eye, airships literally thousands of feet long and proportionately big in their other measurements, we must admit that the discovery of this new unflammable gas should go a long way toward solving the problem of the lighter-than-air ship of the sky.

In this connection it is interesting to note the following article, which has been printed in our MAGAZINE before, but which illustrates so well the amazing development in transportation during the last century. What would the members of the school board who were responsible for this damning, even of the idea, of the railroad, think of the aircraft of 1921, when they could not conceive of the practicability of a railroad train in their day?

"In the little town of Lancaster, Pa., just 90 years ago, the literary society asked the use of the school-house for debating the question: 'Are Railroads Practical?' And here is the answer the school board made in their wisdom:

"If the society wants the use of the school-house to debate some decent moral question, we should cheerfully give the use of it, but such a thing as a railroad is wicked as well as absurd. If God had wanted human beings to travel at the fearful rate of seven miles an hour, He would have clearly foretold it by His prophets, but since nothing is said about it in His Holy Writ, it is plainly an investigation of the devil to lead immortal souls to hell. Hence we refuse the use of the school-house."

Edison's Questionnaire to Telegraphers a "Cinch" for Our Own "Charlie" Selden

THE annual meeting of the Telegraph and Telephone Division, American Railway Association, was held at Cleveland, Ohio, September 21, 22 and 23. Mr. H. Hulatt, manager of Telegraph, Grand Trunk Railway System, presided as chairman. Charles A. Plumly, superintendent Telegraph, was the senior representative of the Baltimore and Ohio Railroad Company; E. W. Day and E. T. Ambach, assistant superintendents Telegraph, and B. F. Thompson, Telephone engineer, were representatives; Charles Selden, general inspector of Transportation and former superintendent Telegraph, was also present.

One of the delightful features was the "Get Together" meeting in the Hotel Cleveland on the night of the 20th. There was good music and dancing, and everybody got acquainted with everybody else. There were songs, and here is one of the best, it being sung as a tribute to Mr. Plumly on account of him having recently recovered from a long illness, but Mr. Plumly says its popularity was due the "catchy" air.

Well, maybe it was, but we like the words, too:

"No More Doctors"

(To the tune of "Yip I Addy")

Yip-I-Addy-I-Ay, I-Ay,
Yip-I-Addy-I-Ay.
Plumly's here and we're full of cheer,
May he grow fatter and fatter each year,
Yip-I-Addy-I-Ay, I-Ay,
May doctors and drugs be no more (Hurrah).
Never more we'll be glum,
Good old Plum, Good old Plum,
Yip-I-Addy-I-Ay, I-Ay.

Another feature of the evening was a kiddie car race. Two old timers were appointed judges and stationed at one end of the hall, the center of the hall having been cleared in the meantime. Then Charles Selden and two other veterans were called to the far end of the hall and each presented with a variegated colored skull cap, after which kiddie cars were produced and the race was on. Mr. Selden made a vigorous start and slipped from the car to the floor; however, he was game enough to quickly remount, and by a great burst of speed won the race.

It Pays To Be Polite

(A True Story)

I boarded a trolley car
This morning at eight,
And pushed up front
To find a seat.
There was none to be had,
But on the front seat
Sat a woman and a baby.
The baby was scarcely
Three years old,
And I knew that
The mother
Had paid no fare for it.
And yet—
She let it occupy the space
That rightly belonged to me—
Or to some other one of the twelve
Passengers who were hanging
On the straps.
You understand
Just how I felt—
Like speaking out my mind
And telling her to take that brat
Upon her lap.
And yet—
Some good angel hovered near
And told me to keep quiet.
After awhile, a man
Arose and gave me
His seat. I thanked him
And sat down.
Presently the baby looked at me
And smiled.
I smiled, too—
I couldn't help it.
Then I saw the mother
Had a suitcase.

I wondered where they could be
Travelling.
Again the baby smiled
And touched me with his fingers.
"Going bye-bye?" I asked him,
"Yes, to Philadelphia," said his
Mother.
"From Mt. Royal?" I inquired,
"No, I don't think so;
"My husband told me I'd better go
"Via (and she mentioned
another road)."
"We have a train
"At 8.45," I told her,
"And if you would like
"To go from there
"I'll help you with your luggage
"And the baby, for I work
"At Mt. Royal."
"That's kind of you,
She said, "And if you're sure
"About that train, I'll go
"That way."
She did!
And the last I saw of her
And the baby
And the suitcase,
They were getting aboard
Our Number Four.
Another passenger
To Our Road!
But just suppose
That I'd been mean
About that seat!
It always pays
To be polite.

On the evening of September 22 a banquet was tendered by the Railway Telegraph and Telephone Appliance Association at Hotel Cleveland. One of the principal events of the evening was a Morse communication between Thomas A. Edison, the great inventor, and Charles Selden, arrangements having been made for a direct wire between Mr. Edison's home at East Orange, N. J., and the Hotel Cleveland, by the Western Union Telegraph Company. A wire was stretched to all the chandeliers in the banquet room and a telegraph sounder placed in each chandelier so that all telegraphers could hear everything passing on the wire. In addition, for the benefit of non-telegraphers, large easels were placed carrying poster sheets of white paper and a telegrapher with carbon point copied the matter so that all could see what was being done. The instrument started clicking at 9.05 p. m. as follows:

"ORANGE, N. J., September 22.

"To the Telegraph and Telephone Section, American Railway Association, in convention assembled, Cleveland, Ohio.

It is with great pleasure and some pride that I am still able to send readable Morse, that I extend my kindest felicitations and congratulate you upon the able manner in which you are carrying on the work begun by the Railway Telegraph Superintendents in 1882. This occasion brings back to me pleasant recollections of the days of 1865 when I was a regular and probably a better operator. I hope some of my comrades are there tonight. To all I extend my "73."

"Edison" 9.05 p. m.

Mr. Selden made immediate reply as follows:

"Convention Hall, CLEVELAND, OHIO.
September 22, 1921.

"TO THOMAS A. EDISON,
ORANGE, N. J.

We appreciate the honor of receiving your telegraphic greeting sent by use of the old reliable Morse. Your sending is still excellent. Many of your old telegraph operator comrades, of whom I am proud to be one, are here and join with all in good wishes with the hope that you will continue for many years to contribute achievements like the many of yours by which civilization has benefitted so richly. Some of our younger members are greatly relieved now that your message is in; they were afraid you might send your latest questionnaire. Do you care to ask us something easy? "73."

CHARLES SELDEN, Telegraph and Telephone Section, American Railway Association.

Mr. Edison then submitted eight questions, which are listed below:

1. On what road was the telegraph first used for train dispatching, and when?
 2. Name the operator who could receive the car numbers of fifteen cars in one message and could then sit down and write them out. He did about 8 years ago.
 3. Name four presidents of railways who started as telegraph operators.
 4. Why do Erie Railway telegraph operators use eight dots for the letter "P"?
 5. What is the difference between a night operator and a drowned man?
 6. What telegraph superintendent can tell the most funny stories?
 7. Name the telegraph superintendent who came to New York and after a heavy dinner told the taxi chauffeur to drive over the "Wheatstone bridge?"
 8. Who is "Charley" Selden?
- Mr. Selden was game, and immediately answered each question:

1. The Erie road, date unknown by me. It was before I was born.

2. David McCargo.

3. A. H. Smith, New York Central; John J. Burnett, Nickel Plate; A. J. Earling, Chicago and North Western; George Stevens, Chesapeake & Ohio; James Tausig, Wabash; Carl Gray, Union Pacific; and many others.

4. Because Erie Railroad is all dots.

5. Can't raise either.

6. Edward Chenery; George Cellar; Frank Williams; J. B. Foley, D. L. & W.; Keenan, N. Y. C.; and a lot of other chestnut venders.

7. Superintendent Hall, of M. K. & T.

8. Party is unknown. Send better address.

At this point Mr. Edison inquired as to the number present, and when informed by Mr. Selden that there were present approximately 175, representing railroads, and over 100 ladies, he replied, "Holy Gee! I did not

think you had grown so big," and after some further conversation "good nights" were said and the wire disconnected.

The Telegraph and Telephone Division anticipates a spring meeting to be held in March of next year at Richmond, Va., and the annual meeting at Colorado Springs in September.

For the ensuing year C. A. Plumly, superintendent Telegraph, will continue as member of Committee No. 1, Sub-Committee "B"—Wire Crossings; and was also appointed chairman of Sub-Committee "C"—Underground Construction. E. T. Ambach, assistant superintendent Telegraph, is a member of Committee No. 1 and Sub-Committee "A," Construction and Maintenance of Pole Lines. B. F. Thompson, Telephone engineer, is a member of Committee No. 11, Telephone Transmission.

In order to exploit the movement and its purposes thoroughly, the local railroad-express committees will be provided with posters and other literature, together with newspaper articles to be submitted to local publications. A special two color announcement, of "Perfect Package Month" will be distributed for tacking up in railroad depots, warehouses and on cars, while the express wagons and motor trucks of the country will carry an illustrated "Perfect Package" poster. "Make Your City's Record 100 Per Cent.," will be the message to shippers on these posters.

The assurances that this movement will be a great success is given in the enlistment of the entire working forces of the railroads and the express companies, totalling at least 2,000,000 men, in this campaign. How the movement is to be carried out will be fully explained to the agents of the carriers and they will be asked to use their best efforts and their own ideas in accomplishing the results desired.

November Named "Perfect Package Month"

Nation-wide movement to be conducted by the railroads and the express companies of the country, to stimulate further interest in good packing

THE railroads, steamship lines and express companies of the United States and Canada, through the American Railway Association and the American Railway Express Company, will inaugurate a nation-wide movement in November, for "Perfect Packages." November has, therefore, been named "Perfect Package Month."

The employees of the railroads and express carriers are requested to take the initiative in making "Perfect Package Month" a great success, and in every city and town will be asked to get together and form local campaign committees. Cooperation of shippers and of civic organizations will be sought during the movement.

During November, railroad and express employes will be asked to examine carefully all shipments and to note any shipping errors. Where such are found, notations will be made upon especially prepared "Exception reports," which will be sent to the shippers of the packages. A record of the number of "exceptions" found will be kept by the local railroad-express committee, so that a summary may be sent to the shippers' organization cooperating, at stated periods.

The purpose of the movement is to stimulate further public interest in good packing of shipments, and all trades and industries which use rail transportation in any form, will be invited to cooperate in "Perfect Package Month." At the conclusion of the drive, the shipping records of the various cities and towns will be compiled and sent to the joint campaign committee of the railroads and express companies, so that the highest percentages may be ascertained and published.

The carriers do not propose to throw a heavy burden on the shippers' organizations they ask to participate. The number of "exceptions" discovered during the month, together with a notation of the principal shipping errors, will be reported to

these organizations, and at the conclusion of the drive the carriers will tell just what was the business passing out of these localities, so that a percentage record may be obtained.

B. C. Forbes Says:

"Diamonds are Chunks of Coal that stuck to their job."

The Best And Only

(By Ray Garrigus)

Clerk, Car Department, Lima, Ohio

I've traveled the length of the Sunset Route through the West Coast's golden clime,

I know every stop on The Way to Go, every man on the Fruit Belt Line,
I've covered the south on the Cotton Belt and ridden the Rio Grande,
I've searched far and wide but now I'm at home on the best line in the land.

There's the Deep Water Route and the Orient and the grand old West Point Line,

The Q. and C. with its Dixie Flyer that's always in on time;
I've sped through the land of Robert Lee on the Rail That Serves the South,
But the happiest miles were those I rode on the Eastern Scenic Route.

There's the N. Y. C. with its flying trains and stops that are far and few,
Now speed is an asset, we must agree—other things considered, too;
But who prefers speed to comfort when out for pleasure bound?
I've traveled the road that combines the two—and it runs o'er historic ground.

I've crossed the Divide on the Salt Lake Route, and the Rockies' highest peaks
On the winding line of the C. P. R. through the Northland cold and bleak;
I've tried the Vicksburg Line and know the romance of the Santa Fe,
But the Best and Only's the road for me in this grand old U. S. A.

Where service cannot be excelled and safety is first—always—
And speed is enough to get you there with a minimum of delays:
With SAFETY and SERVICE and SPEED combined, the results obtained are the best,
I've tried them all and the Best and Only will prove itself in the test.

Thirtieth Annual Meeting of the Baltimore and Ohio Association of Railway Surgeons—Baltimore, Md., September 8, 9 and 10

THE thirtieth annual meeting of the Baltimore and Ohio Association of Railway Surgeons convened at 9.30 A. M. on Thursday, September 8 at the Hotel Emerson in Baltimore. One hundred and sixty-one members from the territory covered by the Railroad were in attendance at the various sessions; including their families, the registration totaled 317 persons. After the opening session the convention adjourned to Osler Hall, on Cathedral Street, where the remaining sessions were held.

Dr. C. Hampson Jones, health commissioner of Baltimore City, welcomed the visitors in the name of Mayor William F. Broening, and Dr. E. B. Pittro, of Salem, W. Va., president of the association, responded.

George Dobbin Penniman, counsel for the Relief Department, delivered an address on "Medical Expert Testimony," and showed how such testimony could be presented in court in the clearest and most intelligible way.

An address of welcome on behalf of the Company was delivered by George M. Shriver, senior vice-president, at the morning session on September 9.

The entertainment features provided by the railway management for the delegates and the visiting ladies included two sight-seeing trips through the beautiful Green Spring Valley, Druid Hill Park, Towson, Pikesville and other suburban show spots. Some of the delegates, surprised at the size of Druid Lake, mistook it for a branch of the Chesapeake Bay. Stops were made at the Emerson estate, Brooklandwood, where the delegates had an opportunity to taste the rich newly-churned buttermilk.

Moving picture entertainment was provided in the afternoons at the Century Theatre. On Thursday evening the Convention sent many of its delegates to the Coliseum at Carlin's Park. Seats on the front row were not securable after an early hour, and those who went to study the use of the compressed air apparatus seemed glued to the benches. The diving mermaids also received a large share of attention from surgeons and medical examiners alike.

The success of the Vaudeville Entertainment at Lehman's Hall on the night of September 9 was due to the efforts of Joseph W. Swikert of the Relief Department, who acted as organizer and stage manager. John Bopp, steward in the Baltimore and Ohio Building restaurant, served refreshments after the entertainment and through the dances which followed. Miss Helen Bourne, the social secretary, had an opportunity to renew the pleasant friendships of the session of 1920, and made many

friends by her tactful and gracious manner.

On September 10 the following officers were elected for the coming year:

Dr. J. G. Shirer, Newark, Ohio, President.

Dr. V. D. Lespinass, Chicago, Ill., First Vice-President.

Dr. W. R. Griess, Cincinnati, Ohio, Second Vice-President.

Mr. C. E. Johnson, Baltimore, Md., Secretary-Treasurer.

The convention wound up on September 10 with a trip on the Steamer "Annapolis" on the Chesapeake Bay and the Sassafras River. Some of the visitors who for the first time saw the twinkling lights along the shore, returned to their homes with the feeling that there were no more attractive places for sunlight and moonlight sails than the Patapsco River and Chesapeake Bay. John Bopp served an appetizing buffet supper for the excursionists.

By midnight of Saturday a large proportion of the delegates were on their way back home with praises for their Baltimore hosts.

The professional side of the convention was covered by the following program in addresses and discussion:

Hospitalization for Minor Injuries. Dr. E. C. Brush, Zanesville, Ohio. (In the absence of Dr. Brush his paper was read by Dr. B. S. Rankin, of Tunnelton, W. Va.) Discussion opened by Dr. C. R. Ogden, Clarksburg, W. Va.

A Plea for Standardizing the Treatment of Railroad Injuries. Dr. John R. Littlefield, Cumberland, Md. Discussion opened by Dr. Page Edmunds, consulting and general surgeon, Baltimore, Md.

Pulse Rate and Blood Pressure Observations as Aids in the Treatment of Acute Head Traumas. Dr. Paul R. Sieber, consulting surgeon, Pittsburgh, Pa. Discussion opened by Dr. R. W. Locher, Baltimore, Md.

United Fractures. Dr. Thomas B. Johnson, Frederick, Md. Discussion opened by Dr. H. A. Becker, Cleveland, Ohio.

Plastic Surgery of the Face and hands—Stereoptican Demonstration. Dr. Lawrence Ryan, Chicago, Ill. Discussion opened by Dr. Frank Lynn, Baltimore, Md.

Symposium on Injuries to the Back.

Disablement due to condition of the Back. Dr. Walter R. Griess, consulting surgeon, Cincinnati, Ohio.

Method of Examination of Disabled Backs. Dr. G. Carroll Lockard, medical consultant, Baltimore, Md.

The Neurological Aspect of Back Disablement. Dr. Irving J. Spear, Neurologist, Baltimore, Md. Discussion opened by Dr. Page Edmunds, consulting and general surgeon, Baltimore, Md.

Sudden Post-Operative Death. Dr. John W. Thomson, Garrett, Ind. Discussion opened by Dr. W. W. Golden, Elkins, W. Va.

The Diagnosis of Malignancy in the Mammary Gland. Dr. A. C. Harrison, consulting surgeon, Baltimore, Md.

Functional Recovery. Dr. Henry A. Becker, consulting surgeon, Cleveland, Ohio. Discussion opened by Dr. J. W. Thomson Garrett, Ind.

Reductions of Hip Joint Dislocations. Dr. C. S. Hoffman, Keyser, W. Va. Discussion opened by Dr. M. F. Hussey, Sidney, Ohio.

Results of Negligence in the Care of Wounds. Dr. C. E. Ward, Cleveland, Ohio. Discussion opened by Dr. J. O. Howell, Bridgeport, Ohio.

Only a Lead Pencil—but it Means Better Operations



Freight Agent F. G. Hadley, Mount Vernon, Ohio, is not overlooking the tiniest bet to make the efficiency of his force measure up to the high standard being striven for in the Better Operations drive on the Western Lines. The accompanying cut tells the story of how he and his force get every bit of lead possible used out of the pencils issued them. When a pencil becomes too small to be used it is saved, and when another gets of the same size the two unsharpened ends are placed together and a binding of stiff paper is wrapped around them and glued fast. The result is a double-pointed short pencil which has a whole lot of use left in it.

The saving of one pencil out of ten may not be much in itself, but when we reckon it on a percentage basis, it stands at at least 10 per cent. Imagine what a saving of 10 per cent. in all our operations would mean!

These were the committees which organized the convention and put it through:

EXECUTIVE COMMITTEE.

DR. H. S. HEDGES, Chairman, Brunswick, Md.

DR. H. B. ANDERSON, Newark, Ohio.

DR. J. N. SPROWLS, Claysville, Pa.

DR. C. U. HANNA, Zanesville, Ohio.

DR. E. S. MONTGOMERY, Pittsburgh, Pa.

DR. J. S. HULL, Hicksville, Ohio.

RESOLUTIONS.

DR. C. R. OGDEN, Chairman, Clarksburg, W. Va.

DR. N. R. EASTMAN, Mt. Vernon, Ohio.

DR. H. B. ANDERSON, Newark, Ohio.

TRANSPORTATION.

C. E. JOHNSON, Chairman, Baltimore, Md.

DR. FULLER NANCE, Baltimore, Md.

DR. W. F. MORRISON, Philadelphia, Pa.

NECROLOGY.

DR. J. L. COCHRAN, Chairman, Connellsville, Pa.

DR. JOHN PALMER, JR., Wilmington, Del.

DR. B. S. RANKIN, Tunnelton, W. Va.

ARRANGEMENTS.

DR. R. D. SYKES, Chairman, Baltimore, Md.

DR. PAGE EDMUNDS, Baltimore, Md.

DR. R. W. LOCHER, Baltimore, Md.

DR. C. W. PENCE, Philadelphia, Pa.

Look Out for the Surgeons! They Do an Awful Lot of "Cutting Up"

Being Aunt Mary's Story of the Fun and Frolic Chapters of the Baltimore and Ohio Surgeons' Convention in Baltimore

IF I wuz a germ," sez Ezra to me the otherday, "I'd pester them surgeons to death."

"Why so?" sez I.

"Just so's I could go along with 'em," sez Ezra

"Right you be," sez I, thinkin' at the same time that if Ezra wasn't sich a homely critter with sich a red nose an' a terrible big Adam's apple, I'd want him to be one o' them Comp'ny surgeons. But them folks is so good lookin' that 'mongst them, Ezra would look jist like a moss-covered hippopotamus in a swan lake.

Now I'm goin' to tell you about two parties what that Baltimore and Ohio Association of Railway Surgeons had while they wuz holdin' their annual meetin' in Baltimore.

When they sez to me, "Aunt Mary, here's a ticket to our parties," I reckon you know I didn't need no second invite. On Friday night, Ezra come home sayin' he felt like as if he wuz goin' to get awful sick, an' didn't I have some whisk—I mean *medicine* in the house what wou'd fix him up. I had. I made him a good hot toddy, tucked him into bed, an' then got myself all dolled up to go to the entertainment in Lehmann Hall.

I walked in about half-past eight. There wuz the surgeons an' their wives an' families, an' them what didn't have their wives brought somebody else's, an' they wuz all laughin' an' talkin' an' havin' the time o' their young lives. Soon the music started. The orkistry wuz led by William Gable, a Relief Department boy, who plays the violin with pep. Mrs. Doris Stevens played the pianny; Joseph Frisby, Auditor Passenger Receipts Office, beat the heads out of the drums, an' George B. Charles played the saxophone.

The whole place has a sort o' medical atmosphere, as it were. Them doctors wasn't allowed to fergit shop fer a minnit. The little play what the Vagabond players

gave wuz called "Yellow." I didn't see nothin' yellow; the curtains wuz pink an' green, an' there wuz a big "B and O," arranged like a staff o' music right in the background, "Al" Rupert sung lots o' songs right up an' down the aisle. Robert Test wuz a wonderful magician man; he stirred up three rings in a saucepan with a storage egg, cooked it, an' lo an' behold, there wuz a lot o' bouquets o' flowers; he also buried some beathenish Mohanmedans an' changed their sarcophaguses. Then Miss Elizabeth Helfrich, secretary to the tax clerk, sung some pretty songs what every-

body enjoyed: "Spring Has Come Again," an' "Wenn die Rosen Blume."

Suddenly, all the lights went out an' the place wuz dark as night. Cold chills run up an' down ny spine. There wuz hollerin' an' shootin' in the streets. Then, bless my soul, the lights come on the stage an' there wuz three men in prison. Presently the door opened, an the warden throwed another man in. They all wuz as follers:

Gangsters—

Lefty—Joseph Swikert, Relief Department.

Rabbit—Theodore Buck, Bacteriological Department.

Kid—Frank Holbein, Real Estate Department.

Bull—J. M. McGrath, of Gilpin-Langdon Drug Company.

Tarpey, a jailor—Theodore Marburger of Reinle Salmon Co.

They wuz some tough fellows in New York who had been on a hunt fer loot. One of 'em had shot a man. When they got in jail they decided that it wuzn't no use fer four men to die fer one, so they tossed up a coin to see who would say that he did the killing'. But one of 'em, Lefty, wouldn't abide by what he had swore to. The rest got mad at him. They let him toss the coin again, but when he lost out again, he set down an' cried. Finally they told him if he didn't say he'd do what he swore to do, they'd kill him. An' kill him they did. I heard him choke an' hit the floor. Sez I, sorrowful an' mournful like, "Good-by, Mr. Swikert." Then I got mad 'cause with all them doctors there, nary one run up on

"The Baltimore and Ohio Railroad is to be Congratulated on its Employes"

THE PIQUA CHAMBER OF COMMERCE

Piqua, Ohio, September 16, 1921.

Mr. Daniel Willard, Pres.,
The Baltimore & Ohio Railroad,
Baltimore, Md.

Dear Mr. Willard:—

Yourself and the Baltimore & Ohio are to be congratulated on the type of employes whom you have. I can truthfully say that dealing with them, both through writing and telephone communication, is a pleasure and that I have found them all, without exception, willing to do anything in their power to please the public.

Recently one of our manufacturers had a shipment of material coming which was badly needed. The same was delivered to your line at St. Louis on the 14th and reached Piqua this morning. This fast time was due to the efforts of Mr. P. D. Freer, general freight agent at Cincinnati and Mr. Edw. Hart, Jr., general freight agent at St. Louis.

This kind of co-operation on the part of your employes is the rule and not the exception; at least, that is our experience in dealing with any of them and we wish that we could personally thank them for this co-operation.

Very truly yours,

THE PIQUA CHAMBER OF COMMERCE,

(SIGNED) S. D. HUTCHINS,

Traffic Manager.

the stage to try to bring him to life. An' jist as I wuz 'bout to run up there myself to throw some water on him, here he come down in the audience, all spik an' span in his white trousers, as if nothin' hadn't happened. Glory be! He must have nine lives like a cat.

That there "Miss" Herma then come out an' danced in a purple dress with a million spangles. Then she went back an' changed it fer a black an' old rose one, an' danced again. When she went back again, Miss Helfrich sung again. Later when I got home I told Ezra that if I had a voice like that girl, I'd sing all day in the office, but he sez that I wouldn't, so I reckon I wouldn't.

In a few minutes Herma wuz back, all dolled up in another frock. She had them doctors goin', all right; they wuz makin' eyes at her, when all of a sudden, Herma took off her—I mean his wig, for Herma is a man, whose first name is Herman. I'll declare to goodness, I don't know what's comin' next.

Billy J. Kavanaugh, the "Black Epidemic," was the last man on the program. He started off things by sayin' that his name wuz Joshua, not the one what made the sun stand still, but the one what made the moonshine still. Then follered a lot o' jokes an' songs an' dancin', after which they opened that cellar door down underneath the stage, threw in the seats, an' everybody started dancin'. Mister Johnny Bopp served refreshments. There wuz fruit punch, candies, ice cream, cakes, an' cigars, an' everybody had a good time. Among the prominent folks what I saw there wuz Mr. Shriver, senior vice president; W. J. Dudley, superintendent, Relief Department; Dr. Griess, consulting surgeon, Cincinnati, Ohio; Dr. Seiber, consulting surgeon, Pittsburgh, Pa.; Dr. Hughes, of Chicago., Dr. Morrison, Company surgeon, Philadelphia, and ex-president of the Association; Dr. Fitrow, retirin' president of the Association; Dr. Sinsel, medical examiner, Grafton, and president of the West Virginia Senate.

The fat man's race was 'most the funniest thing of all. Dr. Morrison fell down, others slipped and slid around 'till they got dizzy, and the hardest part of it was, after they had exerted themselves like that, they went an' awarded the prize to the skinniest man there, Dr. Samuel A. Pratt, of Kingwood, W. Va., who hadn't even run in the race.

They all had a gay time dancin'. I had to leave early, fer I wuz skeered Ezra might 'wake up from his jag an' miss me. When I got home, he called out to me:

"Wuz there any germs there?"

"Dunno," sez I, "but there aint no flies can light on them surgeons."

* * * *

Next day, bein' Saturday afternoon, we all went down the Chesapeake Bay an' up the Sassafras River. When we handed the man our tickets to get on the boat, he

politely gave each lady a box of candy, an' cigars to the men. Up on the deck they wuz all havin' a lively time. Mr. an' Mrs. H. Irving Martin wuz eatin' lunch. They had chocolate cake, an' caramels, an' I don't know what all. That started it, an' from that time on, life wuz one grand feast after another. Me an' Elsie went down in the cellar of the boat to see what wuz goin' on. Whatever it wuz, it wuz goin'. There wuz the orkistry of the night before, splittin' their sides a-playin' "Turkey in the Straw," while "Doc" Sykes, "Joe" Swikert, "Doc" Hughes an' "Doc" Shirer, were all shakin' their feet off. Oh, no, they wuzn't dancin' with any ladies, but it didn't make no difference to them.

Presently they had a real quadrille, in which the ladies joined. My, but you ought to have seen Mister Charles Johnson! He was in his glory fer shore.

"Swing your partners," called Dr. Mills, of Toledo. An' Dr. Hussey tried to swing her, but his feet wouldn't go right. But nobody could blame him, 'cause gettin' a new daughter-in-law is enough to make anybody forget his steps. He took off his coat, an' then he did a little better, but I'll guarantee that if he'd had a bit o' Sloans' liniment, he'd slid along faster. I counted three red hats bobbin' around, an' mebbly that's what dazzled his eyes.

Dr. Thompson, Dayton, Ohio, an' his wife, daughter, an' niece, wuz among the onlookers. Dr. Thompson was on the C. H. & D. for 20 years before that road was taken over by the Baltimore and Ohio.

"I wonder if my husband has fallen overboard?" asked one lady, rather anxiously.

"I don't know," replied another, "but it would be rather interesting to fish him out, wouldn't it?"

"Love's In My Heart," sang Miss Helen Bourne, who acted as registrar during the convention. Great applause greeted her singin', an' she rewarded her listeners with another little song, "Butterflies."

Jist then I heard something which I think I'll pass on as a good pointer for Mr. Jiggs. Please don't tell Mrs. Hughes, but the doctor wuz fannin' Miss Helfrich, when he sez, sorter slow an' easy, "My wife is up on deck, I think."

"What would she do if she saw you now? Do you think she'd pull my hair?"

"Oh, no," sez the doctor, assuringly, "I keep her nails trimmed close."

Meanwhile, up on deck sets the Missus an' Dr. Mather.

"Havin' a good time?" I asks her.

"Yes," sez she, "Dr. Mather has told me all he knows, an' it didn't take him more than ten minutes.

Here an' there wuz one or two o' them



LOYALTY

Chet. Jones 'd shout as 'round he'd roam, "There ain't no place like Home, Sweet Home;" a one-hoss town it proved t' be, but Chet. was long on loyalty. There wa'n't nuthin' said ner done, from doin's big t' jest plain fun, but Chet. would start t' talk it down with stuff about his one-hoss town.

Y'd say Ed. Smith was doin' well, t' hear him 'bout th' city tell; but Chet. said jobs in Thompson's store gave fellers just as much an' more. Chet. liked t' hear an' liked t' read 'bout big Base-ball with stars an' speed, but vowed it didn't hit th' spot like Squashville games in Jones's lot.

He heard about a city girl a-pictured like a peach er pearl, but said: "She's mebbe fair t' you, but nuthin' much 'side my gal Sue." Like you an' me an' all th' rest, big music soothed Chet. Jones's breast; he said it sounded great an' grand, but pick fer him th' Squashville Band.

He said "no pie is good as Ma's, no chickens ever grew like Pa's; the garden truck they riz and pick, jest make the city grub look sick." Durn fine fer Chet. t' say were best his town an' things that he possessed, but rooted in his heart y' see he had a hunk of loyalty.

—Robert Stewart Suttcliffe in Telephone Review

"put an' take" games in progress. Over on one side wuz "Jerry" Lawler, "Willie" Funk, "Doc." Milholland, "Governor" Sinsel an' "Bill" Kennedy. "Doc." Nance looked on.

"Why aren't you playin'?" asks one.

"My wif's got all my money," sez he, mournfully.

Just then Dr. Shirer, president-elect of the Association, comes along.

"I disapprove of this," he sez. "This society is a decent society, an' it has no business to play craps. By the way, how much does it cost to join?"

"No use joinin'," sez another, Mrs. Bossyns has all the money."

"Doc" Mather wouldn't join the party. "No, ma'am," sez he, "I never gamble with ladies." "Doc." Shirer wanted us to note that he had a fat pocketbook when he finished. Somebody asked if Mr. Martin joined in the game. Dr. Frank Dorsey, New Castle, sez the reason he played is that he wanted to get enough money to defray his hotel expenses. Dr. Fittro just looked on. While the games wuz goin' on, I steps around to see what the other folks wuz doin'.

"Come here, Aunt Mary," sez Dr. Hartman, of Tippecanoe City, Ohio, "I'd like to sing you one of my songs." "Then he added, "But wait a minute 'till I get my teeth fastened in so's they won't drop out. I waited, and presently he started. There was "Old Man Dreams," "The Last Rose of Summer," and several others; poems that he had remembered from his childhood days, an' I'll say it wuz a pleasure to listen to him. An' his teeth stayed in fine.

Then came "Doc." Sykes with some of his original poems, one of which I'll quote at the end of this story.

At five o'clock, Mr. Johnny Bopp sent his men to scatter broadcast a delicious feast o' chicken salad, croquettes, green peas, rolls, sandwiches, coffee an' ice cream. Mebby it wuzn't good, an' mebby them doctors didn't all eat jist like they wuz human. As fer me, I set down an' rested, fer I couldn't eat no more. Then Mister Ball, of the Relief Department, started on one o' them ghost yarns o' his'n, assisted by Mister Swikert an' "Doc." Sykes. Pretty soon Dr. Hurley of Connellsville, an' Dr. Selby, of Cumberland, joined in the party. The story would go something like this:

Mr. Ball: I grabbed my trusty gun, and—

Mr. Swikert: You mean your *rusty* gun?

Mr. Ball: No, I grabbed my *trusty* gun an' started fer the window—

Dr. Sykes: When you reached there you threw your chest out.

Mr. Swikert: It fell to the ground with a sickening thud.

Mr. Ball: Oh, the dickens! Let me tell my story!

And tell it he did, but it took him no less than two hours.

Downstairs there wuz more fun an' more dancin' an' all that worried me wuz that I

couldn't be in two or three places at the same time. I think that's what worried lots of others, too.

We got back home shortly after eight o'clock. As we wuz goin' off the boat there wuz another box of candy fer us. My, but that wuz one grand an' glorious lot o' fun! Now, to put the finishin' touches to the story, I'll let you read one of "Doc." Sykes' poems, jist as he told it to me. He told me lots o' other things, too, but I ain't tellin' you what they be.

Here's to the doctor, with his pills and his knife,

He's our constant companion from birth throughout life,

Up and down through the land with his knife and his pills,

He spends his life curing humanity's ills.
Without thought of his own sweet comfort or wealth,
As long as he brings to his patients good health.
In all kinds of weather, at all times of the clock,
On his mission of mercy goes our faithful old doc,
'Tends the new, squalling infant, to the old he gives aid,
He touches life's pathway at all points on the grade.
So here's to the doctor, may God bless his skill,
And help his patients to pay when he renders his bill.

Conductor Shipley's Courtesy Brought Him Quick Returns

CONDUCTOR Charles H. Shipley, Baltimore Division, has long been known as one of the most representative of our conductors. His middle name doesn't begin with "C," but it means courtesy, jist the same. If he worried about what kind of a return he was going to get for his thoughtful attention to passengers, it might not come as quickly as it sometimes has to him. But this doesn't worry him in the least, as may be seen from the letters, subjoined:

WICHITA NORTHWESTERN RAILWAY COMPANY

OFFICE OF THE PRESIDENT
Hutchinson, Kansas

September 10, 1921.

O. P. BYERS,
President.

Dear Mr. Shipley:

The enclosed is in remembrance of your kind and courteous treatment to us while passengers on your train from Washington to Cumberland last June.

How much more pleasant life would be if we could all greet each other as you did us.

Sincerely yours,
(Signed) O. P. BYERS

Mr. C. H. Shipley,
Condr. Baltimore and Ohio Ry.,
Baltimore, Md.

1319 West Saratoga Street,
BALTIMORE, MD.

October 4, 1921.

Mr. O. P. BYERS, President,
Wichita Northwestern Railway Co.,
Hutchinson, Kansas.

Dear Mr. Byers—It was a great and pleasant surprise for me to receive your letter of September 10 and particularly to find therein the enclosure of an annual pass for the current year over your railroad.

It is no trouble to me to show to all our passengers the same courtesy which you are kind enough to acknowledge. It makes things so much more pleasant for everybody if all of us try to be kind and considerate, as suggested in your letter.

I read on page 26 of the August issue of our MAGAZINE, a copy of which I am enclosing herewith, the unusually high opinion

which you expressed in your letter to Mr. Galloway of the service provided on our train No. 1, when you had occasion to use it recently. This is but another illustration of the interest which, it seems to me, Baltimore and Ohio train service employees are taking in making passengers comfortable on the trains of our railroad.

You will probably also be interested in seeing the enclosed copy of the February, 1916, issue of our MAGAZINE, and particularly in noting on page 30 the little story which was written about me.

Again let me thank you for your kind remembrance of our little visit together.

Yours very truly,
(Signed) C. H. SHIPLEY.

In travelling on the road the writer has frequent occasion to note the courtesy of our train employes, and especially of our long service conductors. Pity is that the limits of space in the MAGAZINE do not permit of our giving deserved commendation of all of them.

Here's to you, "Captain" Shipley, and to the many others wearing the stripes of honorable service such as yours! The way that you and they handle their important jobs for the Railroad is helping make the world a lot brighter.

Overheard in a Pullman

CINCINNATI, OHIO, October 9, 1921.
Editor, Baltimore and Ohio Magazine,
Baltimore, Maryland.

Dear Sir—Here is a conversation overheard between passengers on our Train No. 4, Pullman No. 24:

First Passenger: Do you know why I always patronize the Baltimore and Ohio?

Second Passenger: No, I do not.

First Passenger: Because, through their trainmen, they are always giving something away that does not cost them anything.

Second Passenger: What is that?

First Passenger: Why, Courtesy, by the train employes.

Yours very truly,
T. A. BROWN,
Conductor

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

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

Motive Power Department

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

Maintenance of Way Department

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

Employees who were honorably retired during August, 1921, and to whom pensions were granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Curtis, George W.....	Machinist.....	Motive Power.....	Baltimore.....	31
Dale, Robert.....	Carpenter.....	Motive Power.....	Baltimore.....	47
Desmond, D. G.....	Master Mechanic.....	M. & K. R. R.....	Baltimore.....	14
Fellers, Nimrod C.....	Pumper.....	Conducting Transportation...	Cumberland.....	52
Galloway, James.....	Track Foreman.....	Maintenance of Way.....	Newark.....	50
Herring, Lorenzo D.....	Station Fireman.....	Motive Power.....	Ohio River.....	23
Hodson, John E.....	Machine Operator.....	Motive Power.....	Baltimore Term..	23
Kraft, Frank M.....	Painter.....	Motive Power.....	Baltimore.....	24
Molden, Richard.....	Crossing Watchman.....	Conducting Transportation...	Indiana.....	27
Rommel, George E.....	Bolt Threader.....	Motive Power.....	Illinois.....	19
Murray, Thomas.....	Brakeman.....	Conducting Transportation...	Indiana.....	45
Richardson, Charles A.....	Engineer.....	Conducting Transportation...	Pittsburgh.....	38
Shuck, James A.....	Carpenter.....	Motive Power.....	Pittsburgh.....	43
Smith, Charles W.....	Crossing Watchman.....	Conducting Transportation...	Ohio.....	31
Voltz, John G.....	Painter.....	Motive Power.....	Pittsburgh.....	35

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

During the calendar year 1920, \$342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to July 31, 1921, amount to \$4,470,808.00.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Alderton, William L....	Tender Repairman ...	Motive Power.....	Cumberland..	Aug. 29, 1921.....	36
Brannan, John.....	Laborer.....	Motive Power.....	Baltimore.....	Aug. 9, 1921.....	48
Cassen, John H.....	Conductor.....	Conducting Transportation.	Connellsville...	Aug. 3, 1921.....	45
*Cline, Theodore P....	Agent.....	Conducting Transportation.	Ohio River...	July, 1921.....	27
Cottingham, Joshua J..	Car Carpenter.....	Motive Power.....	Illinois.....	Aug. 17, 1921.....	33
Howard, Edward.....	Boiler Maker.....	Motive Power.....	Illinois.....	Aug. 13, 1921.....	34
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Shatlain, Louis.....	Caller.....	Motive Power.....	Illinois.....	Aug. 4, 1921.....	25
Wentz, James H.....	Carpenter.....	Maintenance of Way.....	Chicago.....	July 26, 1921.....	28

* Exact date of death unknown.

Pensioners' Roll of Honor

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

GOLDSMITH—"The Deserted village"

George W. Wolfe

From a real Baltimore and Ohio family comes George W. Wolfe, who was pensioned on June 15, this year.

Mr. Wolfe was born on May 1, 1856, at Ijamsville, Md. His father, William Wolfe, was a section foreman at Bartholows, Md., for 40 years. He had one brother, Jewguthrie, who also worked at Bartholows as trackman for 40 years, and another brother, Eli, who held the same position at the same place for 50 years. These three members of the family are now dead, but there are two brothers who are living and are still in the service. William has a record of 52 years of service at Bartholows, and John has already spent 40 years in service at Riverside.

Thomas Murray

Another farmer boy was Thomas Murray, brakeman, Illinois Division, who was pensioned on June 10, this year.

Mr. Murray was born on January 1, 1851, near Mitchell, Ind. His parents were Alexander and Sarah (Guthrie) Murray. He attended public school in Mitchell until he was 17 years of age, when he went to work on a farm, where he remained until 1875, when he sought employment on the Ohio and Mississippi Railroad as trackman. In 1881 he was transferred to brakeman.

In 1887 Mr. Murray was married to Sarah A. Barrett. Three of his children are living: Mrs. Mary Daggy and Frank Murray, both of Mitchell, Ind., and Mrs. Pauline Young, of Washington, Ind.

James A. Gross

Gratefulness for the kindness of the Relief Department is the keynote of a letter from James A. Gross, pensioned brakeman, Cumberland Division.

Mr. Gross was born on April 17, 1857 at No. 12, Morgan B., W. Va., now known as Magnolia. He entered the services of the Company as track hand at Doc Gully Tunnel, under Track Foreman L. Hansrote, in March, 1872. He was transferred to yard brakeman, Cumberland Yard, in February, 1890, and promoted to yard conductor in April, 1896. He worked in this position until October, 1907, when he was disabled. He was pensioned on July 21, this year.

John F. Mitchell

Another 50-year record is that of John F. Mitchell, pensioned engineer, Chicago Division.

Mr. Mitchell was born on March 10, 1852. We are told that he attended public school, when he was not playing hooky, at Sandusky, Ohio. He began his career with the Baltimore and Ohio in 1869 as newsboy on the Newark division. His duties then required him to keep the fires going in the passenger coaches, and to carry water to the passengers.

On June 21, 1871 he took service as a fireman on the Lake Erie Division of the Baltimore and Ohio, and in 1873 was transferred to the Chicago Division, which was then in the course of construction. He brought an engine over the Lake Shore to Auburn Junction and laid the iron both ways. In the latter part of 1874 the laying of the rails to South Chicago was completed. It was then that Mr. Mitchell was promoted and given charge of an engine. He pulled the first stock train, consisting of 11 cars, with camel engine No. 16, over the Chicago Division. In 1877 he was made passenger engineer, and has been continuously in service until October 1, this year, when he was pensioned. He drove an engine for 50 years, one month, and one day—all with a clean record. Now, "Johnnie," as he is familiarly known, feels that he is entitled to a little rest.

Richard F. Mercer

Lacking one year of a half-century of service on the Baltimore and Ohio, Richard F. Mercer, carpenter, Mt. Clare shops, has been recently pensioned.

Mr. Mercer was born on January 1, 1851. He entered the service of the Company as carpenter in the Maintenance of Way Department on April 16, 1872. He worked under John L. Wilson, master of roads. This position he held for 23 years. His territory extended from the Ohio River to Baltimore, and his work consisted of general house building and bridge work. In 1891 he was listed as cabinet maker, Mt. Clare; in 1906 as shop carpenter. This position he held until the time of his retirement on May 18, this year.

Conrad C. McMullin

Conrad C. McMullin, pensioned engineer, began railroading with the Cincinnati Southern Railroad as brakeman. In 1877 he left here and came east, where he held several positions until 1890, when he heeded Horace Greeley's advice to "Go West, young man," and came West to find a position with the P. & W. Railway. Here he worked until he was pensioned, April 1, this year.

He tells us that he is now trying to content himself on his farm on East Division Street, Springfield, Mo.

"Above the rattle of mower or reaper," says Mr. McMullin, "I love to hear the sound of an engine with a good, square valve motion; moreover, I want to say in conclusion, that if any of the boys from the old P. and W., or Baltimore and Ohio ever come this way, the latchstring is always on the outside, and (Sh-h-h-h!) there is a still in the cellar—filled with milk and buttermilk."

Oscar Hodson

Born on July 10, 1855, six miles north of Hillsboro, Ohio, Oscar Hodson moved with his family to Russell at the age of 7. Here he lived until he went firing with the C. W. & V., on July 14, 1883. He had engine No. 49 on the Hillsboro and Cincinnati accommodation, with Elwood Rother, with whom he worked for over 20 years. Later they were assigned to Engine No. 52, which took a tumble at Gest Street, Cincinnati, down into Mill Creek. Fortunately, no one was hurt. The engine was rebuilt and again turned over to Mr. Hodson and Mr. Rother. Bad luck seemed to be running apace with old No. 52, however, for she blew up near Blanchester, Ohio, in 1888. Mr. Hodson was then promoted to engineer. He ran for more than a year, then went back with Mr. Rother, in order to be home at night with his wife, who was then in ill health.

Three years later, Mr. Hodson lost his limb. After this he went to work at Loveland, until his health failed. He is now living with his daughter in Logan. He says:

"I have some fine Ancona chickens to put in my time with, for I cannot sit still and loaf.

"If any of the boys want some of the best layers in the world, I have them.

"I thank the Baltimore and Ohio for what it is doing for me."

Mr. Hodson lives at 554 E. Second Street, Logan, Ohio. He was pensioned on May 5, this year.

Conrad Deabner

Conrad Deabner, pensioned machinist, was first employed as machinist apprentice, Fort Wayne Shops, Allegheny, Pa., from 1870 to 1883. He entered the service of the Baltimore and Ohio at Glenwood, as coppersmith, on August 2, 1884. From this time until August 20, this year, he has remained in continuous service.



THESE HAD A HAND IN MAKING THE BALTIMORE AND OHIO — MORE OF OUR PENSIONERS

1. Oscar Hodson. 2. Richard F. Mercer. 3. C. C. McMullin. 4. R. M. Davis. 5. James A. Gross. 6. Lorenzo Herring. 7. James A. Shuck. 8. Albert Wilford. 9. William Jacobs. 10. Thomas B. Athey. 11. George E. Renmel. 12. John F. Mitchell. 13. The late John T. Fowler. 14. Richard Moulde

George E. Remmel

In reading over the records of our Pensioners, it is surprising to discover that the majority of our oldtimers were farmer boys. George E. Remmel once belonged to this group. He was born on January 25, 1883 in Madison, Jefferson County, Indiana. His parents were George and Hanna (Everhart) Remmel. At the age of three years, the boy came with his parents to live on a farm seven miles north of Washington, Indiana. He attended school in Daviess County until he was 16 years old, then went to work on a farm, where he remained until 1902, when he entered the service of the Baltimore and Ohio as laborer. His further record is as follows: 1906, bolt cutter; 1911, machine shop hand; 1915, machine operator; 1916, machine hand and operator, Indiana Division.

Mr. Remmel was pensioned on June 16, this year.

Lorenzo D. Herring

The number of different positions which he held in the service of the Railroad gives to Lorenzo D. Herring anything but a monotonous record.

Born in Oakland Md., on May 8, 1856, in 1869 he went to work for the old M. C. & C. Railroad as water boy on work train. In 1871 he went to work in the Chillicothe Machine Shops, where he learned the brass moulding trade. In 1877, he went to work in the Water Station Department; in 1880 he went on the road as fireman, but because of brass poisoning, went South for his health in 1882. A year later he returned to work in the House Carpentering Department. In 1888 he went back to firing; in 1896 he was promoted to engineer. He ran successively between Parkersburg and Cincinnati, on the Marietta Branch, and between Parkersburg and Zanesville. He had to give up this work, however, because of losing the use of his right arm. In October, 1919, he went to work in the Parkersburg Shops. Here he worked for six months, but because of his arm was obliged to give up this work also. He was retired on August 5, this year.

Richard Moulden

It is not only the man in the higher position who means much to the railroad; the crossing watchman who practices the Golden Rule can accomplish as much in his own way as the man upon whose shoulders rests greater responsibility.

Richard Moulden tells us that he has always treated his fellow man as he himself wished to be treated by others.

Mr. Moulden was born on a farm in Maysville, Ky., on July 22, 1851. Here he worked during the early days of his life, afterwards serving twelve years as a shoemaker's apprentice.

From this position he went to work as foreman for a sewer contractor, laying sewers in Park Street Yards, Cincinnati, in 1896. Three years later he took the posi-

tion of trackman, Maintenance of Way Department, Ohio, and then as watchman at Mill Street crossing. From here he was transferred to Eighth Street crossing, thence back to the tower crossing. This position he held until his retirement, on May 5, this year.

Albert Wilford

*"And a mother she was and is to me,
For I was born on the open sea."*

This and the rest of Barry Cornwall's beautiful poem, "The Sea," might aptly be quoted by Albert Wilford, pensioned foreman, Locust Point Elevators, whose birth and education on the sea is a part of his unique record.

Mr. Wilford was born on the good ship "Daniel Draper," off the coast of Newfoundland, on October 12, 1851. He received his education on board various ships plying between all ports of the world, and followed the water until the age of 22.

During this period he rose from cabin boy to the position of chief officer. This latter position he held on the barge "Templar," under the firm of Vritugich; of the barque "Genorgian," and on the ship "The Grey Eagle."

At the age of 22 he went to work for the Baltimore and Ohio as assistant rigger, under Mr. Davis, then of the Locust Point Terminals. He was soon promoted, and when the Baltimore and Ohio built the new extension in Philadelphia, Mr. Wilford was given charge of the bridgework; then he was given charge of the laying of all the deep water cable from Fort Mifflin, Jersey City, under the Susquehanna and Gunpowder Rivers. Before this work was completed, he was sent to Johnstown to take charge of some reconstruction work in connection with the famous Johnstown Flood. From thence he came back to the Philadelphia Division to complete the work which he had begun. Later he was transferred to the elevators, where he spent many years. He was promoted from time to time until he was named master mechanic, which position he held for 16 years. Mr. Wilford was married in Baltimore in 1879. He has two sons and a daughter. He was pensioned on June 10th, this year.

John T. Fowler

The late John T. Fowler was born on March 2, 1830. He entered the service of the Baltimore and Ohio as fireman on the Baltimore Division in 1851. In 1853 he was made engine wiper at Mt. Clare. In 1861, engine wiper and hostler; 1871, transferred to Riverside, same position; in 1892, watchman, Riverside; in 1896, engine wiper. Mr. Fowler was pensioned on October 1, 1902. His death occurred at his home, Raspe and Rose Avenues, Baltimore, on October 2 of this year.

James A. Schuck

A veteran of 44 years of service, James A. Schuck, carpenter, Pittsburgh Division, was placed on the Pensioners' List this year.

Born on October 10, 1848, Mr. Schuck came to work with the Baltimore and Ohio at Connellsville, Pa., on December 28, 1872. He left the service in August, 1873, entering it again at Cumberland in March, 1878. On January 8, 1886, he was transferred to Glenwood as shop carpenter, Motive Power Department.

Mr. Schuck has been a fire marshal for 17 years; a member of the Safety Committee for 5 years, and on the First Aid and Sanitation Committee for three years. He helped to organize the Veterans' Association at Pittsburgh in May, 1917. He is now vice-president of this chapter.

Mr. Schuck was retired from service on July 23, this year.

William Jacobs

A car foreman who took great pride in the appearance of his equipment, was William Jacobs, pensioned mill foreman, Cleveland Division. Mr. Jacobs entered the service of the C. L. & W. on May 4, 1880, as car repairman. In June, 1882, he was made car foreman, and in January, 1893, he was made mill foreman, which position he held until the time of his recent retirement. Mr. Jacobs says:

"In these 41 years of service with the Baltimore and Ohio, I have seen many changes among the officials and in the freight and passenger equipment. In my early days, all of the iron ore and coal was handled by wheelbarrow to and from the boats; this is quite a contrast with the modern ore loading and unloading machines now at Lorain port. Methods of repairing cars were also different. Most of our work was done by hand, without the aid of milling machines and pneumatic tools."

Mr. Jacobs tells us also of the evolution of the present car shop, the roundhouse, of the locomotives, and of the ore boats. He says of the locomotives that they were of small type, but that the firemen kept them polished and were proud to see them always clean and neat.

Resin M. Davis

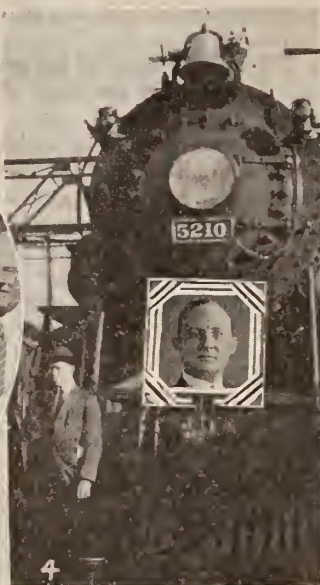
With a service record of 41 years, Resin M. Davis, patternmaker, was retired on July 16, this year.

Mr. Davis entered the service of the Company on May 24, 1880, as carpenter, Motive Power Department, Mt. Clare. On April 18, 1881, he was transferred to the Maintenance of Way Department, Baltimore Division, in the same capacity. Later he was promoted to the position of carpenter foreman. On August 15, 1904, he was transferred to the Pattern Shop, Mt. Clare.

Thomas B. Athey

Born in Greenland Gap, W. Va., on May 17, 1856, Thomas B. Athey lived here with his parents until the war broke out in 1861, when his parents moved to Moorefield, W. Va. Here the boy worked on his father's farm until he was 15 years old, when the family moved to Patterson's Creek.

(Continued on page 64)



SOME OF THOSE WHO HELPED TO EAT THE FRIED CHICKEN

1. A group of "Aunt Mary's" nephews and nieces. 2. Engineer M. S. Deevers, 21 years of service, and his family. 3. L. M. Van Horn, retired yard conductor, 45 years of service; Engineer E. G. Barling, 36 years of service, Baltimore Division; E. T. Parlett, pensioned Blue Line engineer, 49 years of service. 4. Superintendent C. M. Shriver standing beside the engine which took the Veterans to Martinsburg; the picture on the engine is that of General Manager E. W. Scheer. 5. Another Railroad family, Machinist and Mrs. C. E. Knadler and their children Doris Lee and Bernardine. 6. The Cumberland Shop Band, Leader Frank de Luca in center of back row. 7. "Hurry and take the picture; we can't wait much longer"



The Tale of the Lunch Basket

or

The Celebration of the Veterans' Picnic at Martinsburg, on September 24

WHAT would you do if you were a plain, everyday sort of a market basket, and somebody filled you full of good things to eat and took you on a picnic to Martinsburg?

Well, that's just what happened to me.

I'm just an ordinary sort of a basket, no fandangles or anything in the way of decoration, but let me say to you, when it comes to holding good things to eat, I'm right there. I wouldn't tell you the name of my master and mistress—the former a good Veteran, the latter a staunch member of the Ladies' Auxiliary—but if you had looked up in the rack on the left hand side of the third coach that carried the Baltimore Veterans to Martinsburg, you would have seen me. Ah, dear brothers and sisters, but I was loaded to overflowing, and now . . . and now . . . I'm as empty as the old beer keg that Mr. Holmes sawed down to make into a washtub!

About six o'clock on the morning of September 24, I was packed full of goodies until my sides bulged out like a Christmas stocking. Then I was taken down to Camden Station where the Special was waiting. Here my master set me on the platform right up near the first coach, and from this vantage point I was able to see many things. On the front of the engine, for instance, there was a picture of Mr. Scheer. Just as I was busy admiring it, along comes Mr. Scheer himself, together with Superintendent C. M. Shriver and "Gineral" Bowers. "See!" said the "gineral," pointing to the picture, "we've got you all right!" And Mr. Scheer looked, but the only way I can tell you of the expression on his face would be to say as the old woman said of her husband when he sat down to an especially good dinner, "he wuz all took back."

Soon at the gate I saw a big, tall man in a gray suit. Yes, bless my soul, but there was Mr. Curren, general superintendent of Transportation. This was his first time to visit a Veterans' picnic.

"Where be ye goin', Mister Curren?" an old lady asked.

"Up to Martinsburg, to get some of Aunt Mary's pies," he replied (I heard somebody say, 'though you needn't mention it, that Mr. Curren had gone without breakfast that morning in order to conserve his appetite).

Soon Vice-President Galloway and General Superintendent White joined the group of officers, and just at this minute, somebody picked me up, carried me into the coach and swung me into the rack.

Goodness me, what a jolly crowd there was! Laughing, talking, joking, singing, and . . . yes, some were even snoring. Down in the last seat on the right sat Engineer Ephraim Provance, "The Man Who Saved Annapolis," telling Grand President Sturmer and Conductor Pledge all about the old times.

When the train stopped near Boyds Station to wait for another train to go by, the fragrant odor of honeysuckle came floating through the windows. In another moment all of the younger "boys" were out there on the bank, picking honeysuckle for their and other Veterans' wives. When the train started off again, I surely thought that I'd have to burst, for apples, chicken sandwiches, cakes, candies, pickles, bananas and deviled eggs nearly pushed my sides out. And goodness only knows what might have happened if I had come tumbling down on the top of Mr. Sturmer's head. Just imagine him covered with lemon pie!

In a surprisingly short time, it seemed, we reached Martinsburg. I was set on the platform again. Then I saw the folks alight from the train. Superintendent Van Horn was there to meet them, and a host of railroaders from Martinsburg and Cumberland, including Superintendent Tanner, Martinsburg Shops, who was a hungry man. Here we were serenaded by Comrey's Concert Band, then taken to the picnic grounds, Rosemont Park, in automobiles and Fords, busses and trucks, and you may rest assured

I was glad to get there and to be relieved of my burden.

When the folks sat down to eat, they hung me in the branches of a tree that stood directly in front of the pavilion. Here I could see and hear everything. The Fifth Ward Fire Company's Drum Corps, which was made up of boys of Martinsburg, came along in their handsome red and black uniforms with little Fez caps, and looking for all the world like a crowd of young Shriners. They didn't get many opportunities to show their skill in handling their instruments, but they made a splendid appearance. The Cumberland Shop Band, led by Frank De Luca, did the honors for the day and furnished music for a dance later in the evening. The Ladies' Auxiliary of Martinsburg served the officers with a dinner such as they only can prepare. Among these hosts were: Mrs. J. E. Oliver, wife of scale foreman; Mrs. Edward Linthicum, wife of conductor; Mrs. J. H. Copenhaver, wife of riveter; Mrs. W. J. Keplinger, wife of engineer; Mrs. Daisy Duckwell, of Berkeley Springs; Mrs. G. T. Foreman, wife of engineer; Mrs. C. E. Knadler, wife of machinist; Mrs. H. W. Fawver, wife of engineer; Mrs. C. R. Burkhart, wife of car repairer; Mrs. C. H. Lowrey, widow of shopman, and a number of others who appear in the accompanying pictures. Shortly after dinner the Veterans and their families gathered around the entrance to the pavilion, Mr. Sturmer asked the officers to the platform, and the afternoon's program began.

Dr. Wagner, of the Lutheran Church, Martinsburg, opened the meeting with a prayer for patience, for understanding, particularly between employer and employee. Mr. Sturmer then presented Brother P. J. Harrigan, president of the Connellsville Veterans, with a 50-year service emblem. Mr. Harrigan made quite an appropriate reply to the presentation, saying that a mistake had been made, for his service record with the Baltimore and Ohio had begun at the age of three years, when his father and mother brought him from Ireland to America. On his way to his new home, little "P. J." fell between the cars. "The brakeman in picking him up remarked, 'Oh, yes, he'll come, too,' meaning that the boy would some day come to the Baltimore and Ohio. "The growth of the Baltimore and Ohio," said Mr. Harrigan, "is only a testimonial of what the Veterans have always found in the official family—that its members are good guardians. I hope that the day will come when the Baltimore and Ohio will span the continent from coast to coast. I thank you all."

"Through the efforts of the officials and employes," supplemented Mr. Sturmer, "the Baltimore and Ohio will soon be the greatest trunk line in the United States." Mr. Sturmer then introduced Vice-President Charles W. Galloway.

Mr. Galloway said that he subscribed to two things that had already been mentioned; one, that the people had not come there for



AT THE MARTINSBURG PICNIC

1. A group of Officers and Veterans. Here we find Superintendent Van Horn, District Master Mechanic A. K. Galloway, Assistant to the President G. H. Campbell, General Manager Scheer, General Superintendent of Transportation W. G. Curren, Vice President Galloway, Superintendent White; G. W. Sturmer, grand president of Veterans, John Doyle, president Newark chapter of Veterans, G. A. Bowers, president Baltimore chapter of Veterans. 2. Walter, son of Fireman A. R. Sanders. 3. The Banner of Welcome. 4. William L. Childs, oldest boilermaker in years of service at Mt. Clare; he entered service in 1879. 5. And the kiddies were there too. 6. The Fifth Ward Fire Company's Drum Corps. 7. A group of Veteran Officers and their friends

the purpose of listening to a long talk; the other, that the Baltimore and Ohio is going to be a great railroad. He presented to the Veterans a number of facts with reference to the various disturbances among railroad men; outlined to them our plan of building new equipment as the contribution of the Baltimore and Ohio toward keeping things going, and cautioned everybody to keep his feet on the ground and his head out of the air. Mr. Galloway complimented the Baltimore and Ohio employees when he said: "Our people have *snap, punch, and get-up-and-go*." He also spoke of the courtesy of the employees, saying that it was as good, if not better on the Baltimore and Ohio, than on any other railroad that he knew. He told them that the present disturbances are the result of the readjustment period, and that what has happened on the Baltimore and Ohio is only an indication of what has happened in all other businesses, and gave a number of concrete facts to explain the conditions on the Railroad. He said that the Railroad owes a lot of money, but that its debts are honest ones, and outlined what it will be possible to accomplish when the Government settlement is made. As an instance of how far the Railroad has already gone toward keeping some of its men, Mr. Galloway said that we had obtained permission from the Interstate Commerce Commission to repair and white-lead a number of engines and not to charge them out until these were actually put to work.

Mr. Galloway furthermore cautioned the men not to listen to those who would keep them forever stirred up.

"The railroad man," he said, "needs advice, good advice. We want people who do constructive, not destructive, work. Don't be excited or influenced by words when you don't know what they mean."

In conclusion he spoke of the growth of the Veterans' Association and of the Ladies-Auxiliary, asking for their continued cooperation and expressing the wish for the happiness of the Baltimore and Ohio family.

Next on the program came General Manager E. W. Scheer. Mr. Scheer spoke of the expenses of the Railroad; of the "Think and Act" drive, the object of which was to reduce expenses, particularly through preventing damage to freight.

"The figures for August," said Mr. Scheer, "do not show any improvement. The loss and damage is greater than it has been for many months, and if we keep on as we are going now, the loss and damage will be greater than in any year of the history of the Baltimore and Ohio * * * * * A reduction of expenses means work for more days in a week; it means that you can help. I want each employee to promise himself that he is going to do a little better." He then told of an accident report which showed that a conductor had received injuries from being burned by cleaning the cushions of his caboose with gasoline. A later report showed that the whole caboose had been burned, the combustion being caused by

another train passing at the time he was using the gasoline.

Mr. Scheer then made an appeal to each employee to do his best in the reduction of loss and damage.

"I am glad to be with you," said Mr. Scheer in conclusion, "I hope to come back again next year, and I sincerely hope *that the chicken will hold out*." (Meanwhile, I thought that if I am still able to carry the lunch next year, I hope that they'll go easy on the chicken, for that was what nearly caused me to burst on the way up.)

Michael Smith, the topical song man, kept the Veterans entertained for a long time, for nobody knew who would be the next victim of his verses. In his song about Mr. Galloway, Mr. Smith said:

"Take Mr. Galloway's words and root 'em in your crown,
For that's the only way you're going to
'keep your feet on the ground.'"

Mr. Sturmer then introduced Mr. R. B. White, general superintendent, Maryland District. Mr. White expressed his appreciation of his invitation to be with the Veterans on this occasion, and of the good dinner. Then he went on to say that some enviable records have been made on the Baltimore and Ohio by maintaining its good service, its On Time passenger and Q. D. trains, but that during the month of September, thus far, we were slipping; that more business secured means more trains, and more trains mean more work.

"Let's get busy," suggested Mr. White, "you can do it; you did it before, and you can do it again."

Next on the program were selections by the Cumberland Shop Band, then a series of dances. As soon as the old-fashioned tunes were struck up, rheumatism and lumbago were forgotten, and one Veteran after another joined in the old quadrille.

About the middle of the afternoon, Brother G. A. Bowers, president of the Baltimore Veterans, gave one of his characteristic speeches, full of good advice, with a bit of spicy wit to wash it down. Following him were Brother Charles Pennell, also a former Martinsburg man, and Brother Allison, president of the Cumberland chapter of Veterans, who recited one of his famous poems, which are always well received. This was the first occasion on which some of the officers had the opportunity of hearing Brother Allison, and they appeared to enjoy the entertainment. Mrs. Charles Shipley, president of the Ladies' Auxiliary, added to the pleasure of the afternoon with one of her cheery little talks, which are always calculated to cure the most obstinate cases of grouch. H. W. Fauver, president of the Martinsburg chapter of Veterans, gave an inspirational talk. H. L. Whartman, Mt. Clare, gave several solos, and Michael C. Smith came on for a second of his series of topical songs.

The visitors from Baltimore and Cumberland left the grounds at about six o'clock, *and they forgot all about me*. The folks who

were left began to eat supper, others came from the country around to attend the dance, given by the Cumberland Shop Band. I had just begun to think that I'd be left hanging up on the tree for the birds to build their next year's nests in, when somebody shouted, "Look, Daddy, there's an old market basket! Let's take it home!" It was little Billy Stephens. So then, he and his pa, who is assistant foreman in Martinsburg Shops, his ma, and his sister Matilda, all fished me down from the tree and the next day they sent me home on No. 6, in care of Conductor N. E. Reese.

Conductor Reese looked at me, then said: "Pon my soul, but you do look as though there were some good things to eat at that picnic yesterday."

"You bet!" said I.

John Ketzner, Cumberland Veteran, Presented with Fifty-year Service Button

ON October 4, John Ketzner, a Baltimore and Ohio Veteran of 53 years of service, was honored by being presented with a 50-year service button.

Mr. Ketzner came to work with the Company at Harpers Ferry, on October 20, 1868. He is still in active service as carpenter in the Cumberland Shops. He is a well-known and popular employee and one of the oldest, if not the oldest of the Veterans on that division. As one of his many friends remarks, "I doubt if he has an enemy in the world."

The presentation took place at the monthly meeting of the Veterans at Odd Fellows Hall. The speech was made by Harry Allison, president of the Cumberland chapter of Veterans, and was aptly responded to by Mr. Ketzner. The "Boys" are gratified to have Mr. Ketzner honored by this token of esteem and wish him many more years of active service.

Mr. Ketzner has two sons who are Baltimore and Ohio men.

William "Starch" Airhart, Cumberland Veteran

POPULAR among the Veterans of Martinsburg is our old friend, William (alias "Starch") Airhart, pensioned conductor, aged 79 years. He it is who has seniority over all of his companions who collect daily at Joseph Pfarr's cobblingshop. He, however, says that he is the youngest looking man in the bunch, and that these young railroad men who sit around talking about interlocking as being among the latest inventions are sadly mistaken, for when he was a young fellow and lived around Williamsport, he drove on the canal and used interlocking even then.

Women's Department

Edited by MARGARET TALBOTT STEVENS

Tribute to the Engineer

By Mrs. S. A. Irwin,

Wife of Terminal General Foreman, Pittsburgh, Pa.

*The good engineer is the man whom we hail,
With his hand on the throttle, his eye on the rail,
He ever is ready his duty to do,
Whether called for the yard or a train going through.*

*We see him at first, a youth in good health,
Beginning his calling and seeking his wealth,
With eyes shining brightly, with overalls blue,
With hands in great gauntlets, with dinner pail, too.*

*He climbs on his engine, takes shovel in hand,
And learns that the game requires plenty of sand,
The hot fire is even, the smoke he keeps down,
He rings the bell always when nearing a town.*

*The next time we see him, he's on the right side,
Hitting the "high spots," his throttle thrown wide,
Obedient to orders, and to all signals, too,
He's a jolly good fellow with all of his crew.*

*Soon he becomes a crack road engineer,
With regular runs throughout all of the year.
The next thing for him, as you all will agree,
Is to sign up a card for the B. of L. E.*

*And then, to make sure of a long, happy life,
He builds him a cottage, then gets him a wife,
One who can cook, who can keep house and mend
(And help him on pay day his money to spend).*

*He prepares twice a month 'gainst a long, rainy day
By putting a part of his wages away,
For safe in his home, it is my firm belief,
You will find a pass book in the Railroad Relief.*

*When this engineer grows to be an old man,
Go get him to make you a speech, if you can,
Let him tell you the tale of how he started in,
And he'll tell you that loyalty always helps win.*

*The good engineer is the man whom we hail,
His hand on the throttle, his eye on the rail,
With the headlight a-shining and signals all clear—
This is my tribute to the good engineer.*

The Legend of La Repentie

By Mlle. P. Lafontaine,

La Rochelle, France

NOT far from the town of La Pallice, at about half a mile from the large harbor, we find a very small port, which is known as "La Repentie." Here, some 20 or 30 years before the large harbor was dug, small craft came and dropped anchor.

So small that it seems but a toy beside the larger harbor, La Repentie has nothing about it so interesting as the legend connected with its history.

Centuries ago a few fishermen and their wives lived along the rocky coast, which is

built up of stones, terrace upon terrace. At that time there were no lighthouses nor buoys here to warn the sailors of the dangers, and quite often, on stormy nights, fishing boats and other vessels coming down from the north of France, were wrecked on the shore. In every such misfortune there was a profit for the fishermen who lived along the coast. On the day after each wreck the fishwives might have been seen on the beach in search of spoils.

Realizing the value of such spoils, there came a woman to the seaside who daily lived in the hope of getting rich in this manner. To gain her ends, she would walk along the seashore on the darkest of nights, waving a lantern or lighting torches along the shore in order that the sailors, on seeing the lights, might guide their ships toward them. Then she would go back to her home. In the morning she would be the first one on the beach to search for the booty. In time she became quite wealthy.

One day came when she was punished for her crime. After a stormy night on which she had set her lights, hoping to wreck some vessel, she went forth in the morning to see what the sea had brought. Ah, but this time there were more than planks, and boxes, and casks; there was a corpse. But whose? None but that of her son, who had left home years before and whom the woman had thought long lost or dead. Now, indeed, he was dead, and she had worked the wrecking of his ship with her own hands.

Great heavens! And had she wrought this calamity upon herself! At once she realized her sin. She wrung her hands and tore her hair, but nothing could make amends, for the deed was done. Her very heart was torn with pain, and from thenceforth life became a torment.

At last her remorse threw her to her knees. Finally, in order to repent of her sin, she gave all of the money which she possessed for the digging of a harbor at the very place which had been the theater of her evil doings. As for herself, she ended her life among the nuns, behind the grating of a cloister. Since this time, the harbor and the land surrounding it were called "La Repentie"—the repenting woman.



Mrs. W. L. Alderton, wife of pensioned carpenter, Keyser, W. Va.

Western Maryland Man Pays Tribute to Women and Their Work

ON the morning of the picnic of the Baltimore chapter of Veterans, John J. Doyle, agent, Western Maryland, Walbrook, stood on the platform looking after the passengers. Two of our women were talking to him about the fine cooperation of the Western Maryland in handling our trains on that day. The conversation turned to office work, then to women and their place on the Railroad, and women's work in general.

"I certainly admire the ability of some of our women," said Mr. Doyle. "Women are now using their brains in occupations which were heretofore unheard of, and I'm glad to see it.

"For centuries, it seems, women have been restricted to certain kinds of work; they were only supposed to be able to do certain things; until recently they have had no chance to really develop their minds and to exercise any originality which they might possess.

"Times are different now, and I don't know but that it's a mighty good thing. Women are making good, and they deserve credit for it. Think of the field of writing that has opened itself up to women. Our leading newspapers could not get along without them. Experience, however, is what will make a good writer. Only yesterday I was reading an article written by Mrs. Harrison, the Baltimore reporter who was imprisoned for over a year by the Bolsheviks in a Russian prison and only recently released. I was indeed surprised at her talent. It was wonderful; her writings portray the inner thoughts of one who has experienced a great deal, and this, after all, is what teaches. All of the training in the world will not make a person a great writer unless he, or she, has something to write about. Mrs. Harrison will, without a doubt, bring something new into the world of thought. And she is but one; there are many others. Good luck to them."

When You A-Nutting Go

WHETHER you go on a hunt for chestnuts, walnuts, hickorynuts, bechnuts, chinquapins, hazelnuts, or any kind of outdoor party in the Autumn, you have chosen an entertainment that all of your guests will surely enjoy. Here are the invitations, written on leaves cut from red or brown cardboard:

The chestnut trees are loaded down
With golden treasures, rich and brown.
On Saturday, at Johnson's gate,
You'll find us waiting. Don't be late.
We start at 2 in the afternoon,
We come back home by the light of the moon.
An unbreakable cup, and old salt sack,
And you're ready to bring the treasure back.

(The word "chestnut" may be changed to the name of any other nut, and the name of any suitable place substituted for Johnson's gate.)

Straw rides are lots of fun, and if you must go for a long distance, have a straw ride, by all means; however, if the trip is no more than two miles, a good hike will put everybody in good spirits.

The "eats" are divided into as many sections as there are guests, and tied into as many packages. Fasten each package to the end of a stout stick, so that it can be carried across the shoulder. Each guest must bear a burden. Be sure to take plenty of apples and uncooked white or sweet potatoes, salt, sugar, slices of bacon, a package of instantaneous coffee, a can of condensed milk, slices of bread spread with butter, a kettle or pail (which can be utilized as a container for some of the other supplies), and lots and lots of homemade cookies. By the time you have reached the end of the journey you will be ready to eat the cookies.

While the last of the nuts are being gathered, have some of the boys build a campfire. Set the potatoes to roast in the ashes. When these are nearly ready, set on a kettle of water and call your guests to the feast. Give to each one his share of bacon, with a stick on which to cook it before the fire.

Distribute the slices of bread and butter to be made into sandwiches with the bacon. The bread may be toasted by those who desire it. Into each cup put a teaspoonful of instantaneous coffee. Fill the cup with boiling water; add sugar and milk. Your potatoes are now ready. Bring out your apples, which may be roasted, if preferred. Now you have a feast that will tempt the palate of any chestnut hunter under the sun. Boiled or roasted chestnuts complete the menu. Songs around the campfire and a tramp home will insure a happy ending to a happy afternoon.

Recipes

Quality Ketchup

Cut and boil tomatoes. Strain through a sieve. To every three pints of juice add the following:

- 1 onion, chopped fine.
- 1 teaspoon cloves.
- 1 teaspoon cinnamon (put cloves and cinnamon into a little bag).
- 1 teaspoon salt.
- 1 cup sugar.
- 1 cup vinegar.

Season to taste with red pepper and boil until of proper consistency. Seal tightly in bottles and keep in a cool place.

Salad Dressing

One-half tablespoon mustard, $\frac{1}{2}$ tablespoon salt (scant), 2 tablespoons sugar, 1 teaspoon cornstarch, 1 egg, $\frac{1}{4}$ cup milk or cream, $\frac{1}{4}$ cup vinegar, 1 teaspoon butter.

Dear Women Readers:

As I write this letter, there are three contributions lying on my desk. One is a Christmas poem, on which there is nothing to indicate who the writer may be; one is a war poem, signed "N. G."; and the third a little poem about the sunset, signed "M. B. R."

All three of these poems are worth while publishing in our Department, and certainly all three are worthy of the signature of the writer, but since it is the policy of the Magazine not to publish anonymous communications, we cannot use them.

We do not publish the names of contributors when we are asked to withhold them; you may use a "nom de plume" instead, if you so desire, but just as an evidence of good faith, won't you please send in your name with your contribution? And if those who sent us the above mentioned poems will let me have their names, we shall be glad to publish the poems. Thank you.

There are many subjects that may suggest themselves to our women who would like to help the Women's Department, but one of the quickest ways to find the subject on which you will be able to write about better than any other is to ask yourself this question: "What can I do better than anything else, how do I do it, and why do I like to do it?" Then send me your answer.

Please do not think that your article for the Magazine must be elaborately written; all mistakes of English, rhetoric, spelling, etc., are taken care of at the Magazine office before the article is sent to the printer. If you have something worth telling, send it in, and, as old Mrs. Ruggles said, "I'm thankin' ye kindly."

Yours sincerely,

Margaret Talbot Stevens

Associate Editor

Lace, Braid and Embroidery Generously Used on Dressy Costumes—Autumn Fashions

By Maude Hall

EASILY the most distinguishing feature of Autumn fashions is their variety.

Preference for the slender silhouette has inspired most of the daylight frocks for Fall. Models for evening use are allowed wider latitude but the insouciant grace and daring of the costumes of old Spain seem to find fascinating counterparts in formal Autumn attire.

Lace, braid and embroidery are generously used in all the schemes of embellishments. Even sports apparel has not escaped the touch of the embroiderer, but the ornamentation on sports blouses has reached new heights of restrained elegance. Colors, however, are bright. But they are wearable and generally becoming.

In an afternoon model in kingfisher blue, the blouse is of all-over lace, dyed in the same shade, while the sleeveless overdress contents itself with a simple embroidery design at the base of the deep square neck and two wide tucks on the skirt. Very large armholes disclose the underblouse in beguiling fashion and the fulness at the waist is held in with a sash of satin serge.

Another model in the same material has an underblouse of satin handsomely braided with narrow silk soutache. The neck is V-shaped and the armholes of medium size, so that any of the new full sleeves could be fitted into them, if desired. The hem and a deep tuck which trim the skirt are hemstitched. The tuck may be omitted, if the design be reproduced in less expensive materials for more practical wear, and inserted pockets substituted.

The various forms of apron drapery continue to be featured prominently and they are all attractive. Nothing is prettier on a simple frock of crepe de chine or of satin than an apron tunic, pointed at the lower edge and laid in accordion plaits. A model in soft gray has pockets added to the tunic, despite its plaits and the pockets like the round collar and flaring sleeves, are outlined

with a simple embroidery stitch. The belt is of self-material, arranged in sash fashion with a large bow at the back.

Suitable for serge, cashmere, broadcloth or any of the fabrics to be worn during the Fall and Winter, is a straight-line frock trimmed with soutache braid. A deep border is formed of the braid at the bottom of the skirt, while braid buttons with tiny loops trim the pockets and front of the waist. The dress is of the slip-over type and is designed to be worn with separate blouses, so that one can change the appearance of the design as frequently as a different blouse is worn. The back extends over the shoulders, forming a yoke effect in front.

Sports apparel cling loyally to the three-piece idea, each costume consisting of a



9407



9454

B.12377

9450



Dress 9671

Dress 9661

Dress 9640

Dress 9642

Dress 9649

Dress 9676

35 cents for each of the above numbers

WOMEN READERS!

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

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

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skirt, blouse, or sweater, and shirtwaist. In some of the latest models knickers have been added. The sleeveless overblouse is the favored model and invariably this is made upon the simplest possible lines.

The plaids and stripes in vogue for the moment are excellent for sports skirts and blouses and there are well-founded rumors to the effect that they will be in good style until next Spring. There has been very little change in the style of sports skirts, the plaited models holding over for another season.

Cashmere in an attractive shade of French brown is used for a smart and simple outfit. The lower edge of the skirt blouse and large armholes and round neck are outlined with several rows of darning stitch embroidery in bright shades of green and yellow. The underblouse is of natural color crepe de chine, finished with a round collar and box plait at the front. Turn-back cuffs trim the long sleeves. A narrow string belt holds in the fulness at the waist.

A sports frock in striped serge is also made with a hip-length overblouse which is bound with plain silk braid. The fronts are laid in plaits, the back extending over the shoulders and joined to them to form a yoke. The skirt has a medium-sized hem over which a single row of braid is stitched.

For Party and Playtime

After one attains the dignity of four years and over, crepe de chine is quite the most fashionable silk to select for a party frock. And quite the correct way to make it is after the first model pictured. The closing is at the back, the round neck having a narrow piping of self-material. Embroidery trims the front of the long-waisted blouse, while straight gathered flounces do the honors on the skirt. Medium sizes require 3 yards 36-inch material.

One can indulge in simple games and be well dressed, also. The second model is in check gingham, the waist having an open front with inset vestee of self-material. The collar extends down the front forming tabs, while waist and skirt meet under a bias belt of self-material. Medium size requires 2 yards 36-inch gingham.

First model: *Pictorial Review* GIRLS' DRESS No. 9454. Sizes, 4 to 10 years. Price, 30 cents. Embroidery No. 12377. Transfer, blue or yellow, 35 cents.

Second Model: DRESS No. 9450. Sizes, 2 to 6 years. Price, 30 cents.

LADIES' HOUSE-DRESS No. 9407. Four sizes, 36, 40, 44 and 48 bust. Width at lower edge about 2 yards. Size 36 requires $4\frac{1}{4}$ yards 32-inch material, $\frac{3}{4}$ -yard 32-inch contrasting material. The back of dress and sleeves are cut in one. Front of waist and front gore are gathered and joined to a straight band. Price 20 cents.

DRESS No. 9671. Sizes, 34 to 46 inches bust and 18 to 20 years.

DRESS No. 9661. Sizes, 34 to 44 inches bust.

DRESS No. 9640. Sizes, 34 to 48 inches bust.

DRESS No. 9642. Sizes, 34 to 44 inches bust.

DRESS No. 9649. Sizes, 34 to 46 inches bust.

DRESS No. 9676. Sizes, 34 to 44 inches bust and 16 to 20 years.

Youthfully Stylish is this Slip-on-Dress with Round Collar and Inserted Pockets

THE straight-line frock is always seasonable and becoming. This model, which lends itself to development in every material that lays claim to fashionable distinction, is of the slip-over type. The front is slashed at the center and finished for closing. A round collar trims the neck, while inserted pockets are featured on the skirt. Medium size requires $4\frac{1}{2}$ yards 36-inch material.

The cause of a quick finish is ably served by the back and front of the frock, as neither has seams. The tissue for these sections is placed on the material with triple "TTT" perforations resting along the lengthwise fold. The remaining sections of the tissue are so arranged that the large "O" perforations rest on a lengthwise thread. The piecing for the sash must be cut from an open width of the goods, as shown in the cutting guide.

There is an underbody, which is made first for a perfect foundation. The under-arm and shoulder seams are first closed, after which the fronts are hemmed. Plait the lower edges and tack.

For the dress itself, first slash the front section in from under-arm edge between the small "o" perforations. Bind the upper slashed edge. Gather lower slashed extension between "T" perforations and draw gathers in to fit the upper slashed edge. Stitch stay underneath. Slash front of dress through the fold at center-front, from upper edge to the lower single small "o" perforation. Turn away $\frac{3}{8}$ -inch at upper edges of slash and graduate into nothing at lower edge. Gather front of shoulder and close under-arm and shoulder seams as notched. Sew collar to neck edge with center-backs and large "O" perforations even. The shield may be of self-material, or of embroidery.

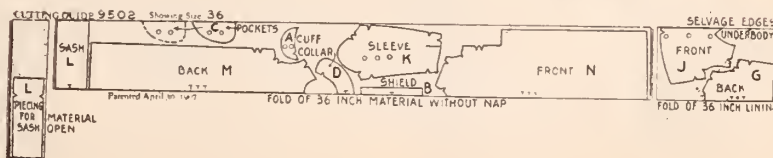
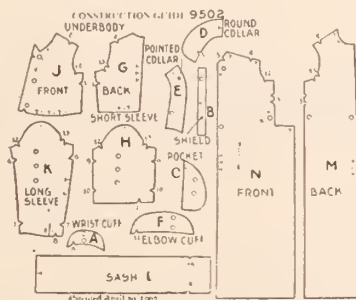
Arrange outside on underbody with center-fronts, center-backs and corresponding edges even. Tack neck edges at back together and baste around the armhole edges.

Next, form plait in sleeve and stitch. Leave slashed edges free and finish for closing. Gather, then close seam as notched. Sew wrist cuff to sleeve as notched and bring small "o" perforations in cuff to seam of sleeve. Sew sleeve in armhole with notches and small "o" perforations even, and bring seam of sleeve to under-arm seam. Ease in any fulness between the notches. Hold sleeve toward you when basting it in the armhole.

For the pockets, slash fronts of dress between the two small "o" perforations and bind slashed edges for pocket opening. Join two pocket sections with edges even, leaving an opening between the two small "o" perforations to slip the hand through. Sew pocket to pocket opening in front of dress.

Fold the sash through the center and arrange to suit the individual taste.

DRESS No. 9502. Sizes, 16 to 20 years and 34 to 42 inches bust. Price, 35 cents.





Poor Mother Pumpkin!

*I walked down through the meadow on a bright Autumn day,
Where heaps of golden pumpkins in the frosted grasses lay,
And all of them were smiling, save the largest one of all,
Who sat there sadly weeping, just beside a cornstalk tall.*

*I listened to her sobbing, then I heard the cornstalk say:
"Oh, dear, good Mother Pumpkin, tell me why you weep today,
For your children are so happy, oh, do come and lift your head,"
But she went on with her weeping, and this is what she said:*

*"I have nineteen sons and daughters, you can see them with your eyes,
And I've raised them for the purpose of making pumpkin pies,
But the farm boy said this morning—'tho' he called me 'Meadow Queen,'
He wants twenty jack-o'-lanterns—and tonight is Hallowe'en!"*

The Wampum Belt

LONG ago, before the first white settlers came to the shores of America, there lived among a tribe of the Delawares a little Indian boy.

This little fellow had no name, for, as some of you know, Indian babies are not given names while they are very young. They must grow old enough to do some brave deed, or to suffer some hardship, and they were named accordingly. This is why we read of such peculiar names as Sitting Bull, Shows-a-Fish, Rain-in-the-Face, etc.

Although this Indian boy of whom I am telling you had no name, yet there were other boys of his own age who had earned names for themselves by killing wild beasts, for they had been allowed to go hunting with their fathers. But this boy had not seen his father for many, many moons. Six seasons ago his mother (called Wish-to-Grow, because she was not very tall) and he had been lost from their people, and they had wandered about the forest for several weeks before they had been found by the Delawares, who took them to live in their own wigwams. It was a long time before the squaw had learned to speak the language of the Delawares, and, strange to say, she had never told them the name of the boy's father. She had even cautioned her little boy not to say anything about him. She believed that the father had been lost, and it would not do to tell a strange tribe of the loss of a brave of another tribe. So they had kept silent.

Wish-to-Grow had never let the boy go hunting with the others, for she was afraid that something might happen to him, and he was all she had. The other boys made all kinds of fun of him. They tortured him,

they beat him with their bows, they burned him with coals of fire, but he never showed a sign of fear.

"He will make a good brave," they would say to Wish-to-Grow, "why do you not let him go with us?" But Wish-to-Grow only shook her head.

"He will grow up without a name," the young braves declared angrily.

"But he can dig potatoes and hoe corn," she replied.

"Women's work!" they scoffed. "Squaw Boy! That's what we shall call him soon."

It was only old Bear's Paw, the medicine man, who ever spoke otherwise.

"The son of 'Wish-to-Grow is also the

son of a chieftain," he told them, "I know the marks of blood when I see them."

"You are old and foolish; you are a medicine man, Bear's Paw, and dream of foolish things," the young braves said.

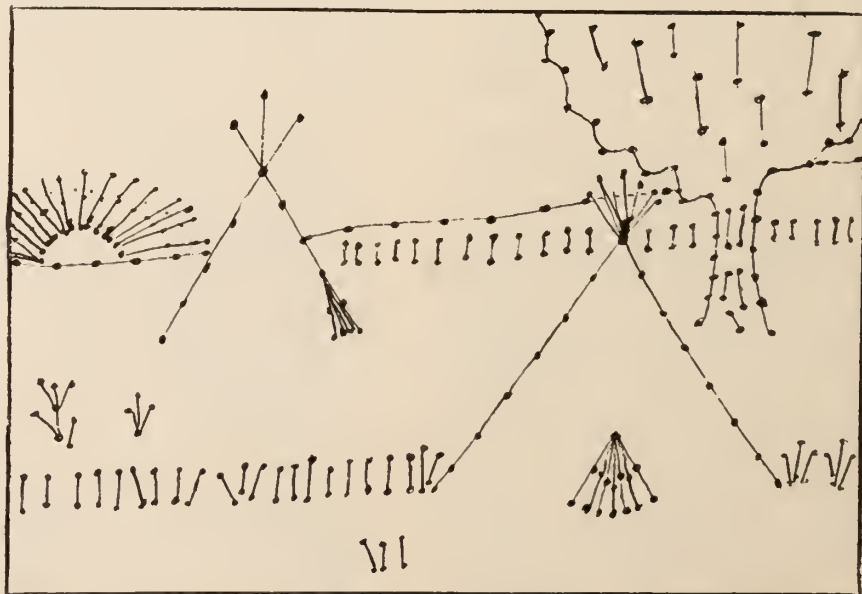
And the boy grew very sad, but he said nothing, for he was an Indian and dared not betray his feelings, even to his mother. And Wish-to-Grow never knew how her boy longed for a great adventure.

It was in the early autumn of that year, when the boy was nearly ten years old, that a terrible thing happened. Chief Wake-All-Night had lost his wampum belt, the beautiful belt with a turtle, the symbol of the Delawares, and a peace pipe, made of black, white and purple beads, that had been given him by the chief of another tribe with whom he had made a treaty. This was the handsomest belt along the whole Atlantic coast. It must be found at once.

A searching party was sent to examine all the wigwams. They hunted all day and all night, for this was a large tribe. Finally they came to the wigwam of Wish-to-Grow. The boy was fast asleep on a bear skin, for it was very early in the morning. The searchers looked all through the pots of clay, and the provisions that Wish-to-Grow had placed in the corner of her wigwam. Then they came to the bear skin where the boy lay.

"Do not waken him," she begged them "he could not have it; he is but a baby, let him sleep."

"We must look everywhere," Big Walt shouted, pushing the squaw away and poking into the bearskin on which the boy lay. The gruff voice of the big Indian awakened the boy, who sat upright, looked around wildly, then suddenly he grasped the little coonskin bag that had laid under his head. The tall Indian grabbed it from his hands and the boy, forgetting his teachings, gave a loud whoop of terror that brought the other Indians in haste to the wigwam. Then he sprang upon the brave and tried to



Wigwam sewing card (see page 38)



Drawn by Eleanor Hills, Fort Richmond, S. I

tear the coonskin bag from his hands. Two of the others seized the boy and held him, while Big Wolf opened the bag.

There lay a wampum belt, with its black turtle and its purple peace pipe.

They looked at the boy, expecting him to hang his head in shame. Instead he looked at them defiantly.

"It is mine!" he shouted.

"Yours! Pooh! Squaw Boy, who steals! Big Chief of Algonquins give Big Chief of Delawares wampum belt. Squaw Boy steal. Indian steal from own tribe, Indian die!"

That night Chief Wake-All-Night and his counselors held a big pow-wow, to see what should be the punishment.

"Burn him at the stake," urged several braves.

"No," said Chief Wake-All-Night, "I cannot do this. He is not in truth, of our own tribe. He shall suffer for the rest of his life. Call together all of the people. Build the fires. Dance the snake dance, stretch the boy out on the ground and hold him there while Big Wolf shall cut his hair. Clip it close to his head, and do this again four times a moon, so that his hair shall never grow long!"

In vain did Wish-to-Grow plead for her son that he should be spared this shameful punishment, for an Indian would rather burn at the stake than lose his hair.

"Did you steal the wampum belt, my son?" she asked her boy, when his hands had been tied behind him.

"No steal," declared the little fellow. "My belt!"

"Silence!" shouted his guard.

Soon great logs were brought and the fires were lighted. The dancers took their

places, tom-toms sounded and the forest re-echoed with the shouts of the savages as they went through the wild gestures of this strange dance. Poor Wish-to-Grow stood looking on. In another moment they had seized the boy, thrown him on the grass, and Big Wolf was cutting off the long, black locks, a more beautiful suit of hair than any boy of the Delawares possessed.

Then the boy's hands were untied and he stood before them. He did not even go to his own wigwam, but looked at them defiantly. They did not understand it.

Just then old Bear's Paw came rushing into the circle.

"Big Chief of Algonquins come!" he announced.

All noise ceased, and Chief Wake-All-Night went to meet the chief of a branch of one of the Algonquin tribes, the same with whom they had made a treaty seven summers before.

"Welcome Chief Many Otters," said Wake-All-Night, while a brave ran for the peace pipe.

Together the chiefs smoked. Then Many Otters spoke.

"Have you ever seen a squaw called Wish-to-Grow?"

They all began to wonder. What could this great chief, of whom they were all afraid, want to know about the squaw whose boy's hair had just been cut? Wake-All-Night pointed his finger at Wish-to-Grow. Many Otters commanded her to come to him.

"My squaw," he announced. Then, turning to her he asked, "where is the boy?"

Then the Indians became frightened. What would happen when the great chief found out what they had done? Surely he would make war on the whole Delaware tribe. Some began to call upon the Great Spirit. Others sounded the tom-toms. The medicine man began his incantations. "Did I not say the boy was the son of a great chief?" he asked.

"Silence!" demanded Wake-All-Night. Then he began at the beginning and told Many Otters how they had found Wish-to-Grow and the boy wandering about in the forest, six seasons ago; how that the Delawares had taken them into their tribe, and how that Wish-to-Grow had never allowed the boy to go hunting with the braves; how they had missed the great wampum belt and had found it in the coonskin bag under the



Drawn by Ella L. Beckman, Baltimore, Md.

boy's head, and how at last they had to punish him by cutting off his hair.

The chief of the Algonquins was angry. He called the boy to him, lifted him up and set him upon his shoulder. The Delawares waited in fear for his words.

"Seven summers ago, Big Chief Many Otters make treaty with Big Chief Wake-All-Night. Many Otters had two wampum belts made. One he gave to Wake-All-Night; one he sew up in coonskin bag for present to his son. Squaw never see belt. He tell squaw save coonskin bag for boy when he go hunting with braves. Boy is right. Wampum belt in coonskin bag belongs to him. Bring me belt."

He took it and gave it to the boy.

"Do you know anything about other wampum belt?" he asked.

"Big Wolf have him," answered the boy, his eyes flashing.

All eyes were turned upon Big Wolf. The brave stalked to his wigwam, brought forth the chief's belt of wampum and threw it into the midst of the circle. Then, before the astonished Indians could realize what he meant to do, he ran from the camp as hard as he could. And as he was the fastest runner of the tribe, nobody attempted to catch him.

Then it was that Chief Wake-All-Night called Many Otters into his wigwam, where they talked until late in the night, while the others waited anxiously outside. At last the two came out. Wake-All-Night then gave orders for a grand feast. Nuts and fruits were brought out, dogs were roasted, and all made ready for the dance of the peace pipe, for Many Otters had made peace with Wake-All-Night for the second time. What feasting! What rejoicing that there was still to be peace between the two tribes.



After the festivities were over, the Indians sat around the fire while Chief Many Otters told the story of how he had become lost from his tribe, how when he had at last found his way to them, he learned that his wife and little boy were gone, and of his search for them.

Then, taking the little fellow and setting him upon his shoulder, he bade the medicine man to place the boy's wampum belt across the boy's shoulder, for as yet it was too large to be worn around his waist. Chief Wake-All-Night stepped forth.

"From this day on, Oh, Delawares, this boy shall be known by the name of Tells-the-Truth; he is very brave. He is the son of a mighty chief. I command you to do him honor."

Then the Indians brought him all kinds of presents; beads and bearskins, tomahawks and stone hatchets. The medicine man beat the tom-tom and said words which he believed would drive away the evil spirits.

"But what shall be done about his short hair?" asked Wish-to-Grow.

"He shall have my own head-dress of eagle feathers," replied Chief Wake-All-Night, "he shall wear it until his hair grow long, and thereafter, if he wishes. There is one thing more. We shall grant to Tells-the-Truth one wish, the greatest that he can think of. Let him think wisely before he decides."

But little Tells-the-Truth did not have to think.

"I wish to go hunting with the braves," he said.

"You shall go tomorrow," answered his father.

And on that night, Wish-to-Grow was happy because her chief had returned. Many Otters was happy because he had found his squaw and his brave little boy, but neither of them was as happy as little Tells-the-Truth, as he lay down upon his bearskin bed with the coonskin bag under his head, for inside the coonskin bag was his own wampum belt

Indians

By Ida Smith
Dorsey, Md.

Indians live in wigwams, made of the skins of deer and bears, and sometimes of birchbark. Their canoes are also made of birchbark. The men fish, hunt and fight most of the time; only a little of their time is given to cultivating the ground. The women, who are called squaws, do most of this. They plant corn, potatoes, pumpkins and beans. The women also build the wigwams, and when the Indians move their camps, the women have to do this work. The Indian children do not go to school, and never learn to read or write as we do. And yet, some of them are well educated, for they know all about the plants, the trees and the animals in the forests. An Indian boy can live in the woods where a white boy could not, for we do not know as much about the wild life as they.

My Visit to the Indians

By Eleanor Hills

Port Richmond, N. Y.

(Note: Eleanor is eleven years old and is in the sixth grade. She takes violin lessons, sings and dances. Her father is a Baltimore and Ohio conductor. She sends her love to her railroad cousins.)

I WILL tell you of a visit to an Indian camp at Saranac Lake. One hot day in July, I visited this Indian camp. There were real Indians, with their campfires and wigwams, and they danced Indian dances. There was one Indian lady who told fortunes. Next day, when we came home, we played at fortune telling, and the cost was one penny a fortune.

Wigwam Sewing Card

Cut out the picture on page 36 and paste it on a bit of cardboard. Place it under a heavy book until tomorrow. Then, with a hatpin, stick little holes wherever the dots are. With a large needle and some colored wool or twine, follow the outline of the big wigwam, going into one hole and out of the next, until you have gone around it. Then come back over the same lines, this time letting your stitches fill in the spaces between

your first set of stitches. This will make a solid line. Next, take the other wigwam, then the trec, the grass, and the sky line. The grass is done in straight stitches; you will not have to go over it for the second time. Brown, red, green, and yellow are good colors to use. Make the skyline and the sun's rays red, the tree trunk brown, the leaves yellow, the wigwams yellow, with brown openings; the grass green and brown, showing that Jack Frost is just coming around.

Dear Girls and Boys:

How do you like our Indian Page?

Now, if you want to have quite as nice a page for December, let me have your letters right away. Don't wait, for if you send them in after November 10, it will be too late. Everything for the Christmas number will be about Christmas: pictures, poems, stories, drawings and letters. When you write, let me know if you like the sewing card; if you do, we'll have some others. I hope that you will all have a jolly time on Hallowe'en.

With love,

Aunt Mary



Once upon a time, there lived a family of people named Wigwag. There was Papa Wigwag, Mamma Wigwag, Katy Wigwag, Tommy Wigwag and Baby Wigwag. And they all lived together in a Wigwag house that had a Wigwag chimney.

One day, Tommy and Katy took the Wigwag dog and went for a walk, 'way up the Wigwag Lane. Then they sat down to rest under the Wigwag tree.

The sky grew very dark, and Mamma Wigwag began to wonder where the children were, for they had not come home to supper.

"What shall we do?" she asked.

"Put Baby to bed and we'll go and look for them," said Papa.

So they put Baby to bed and left the Wigwag cat to watch the house, and they went to look for the Wigwag runaways.

Soon they found Tommy, Katy, and the Wigwag dog, all fast asleep under the Wigwag tree.

Then they all went home, where they found the Wigwag cat sitting on the Wigwag doorstep, washing her Wigwag face.





Safety Roll of Honor

Baltimore Division

On August 11, Carpenter Foreman J. J. Young noticed engine 4521 with train to Potomac Yard, on the Alexandria Branch, with brake rigging dragging under car about 11 cars from the caboose. Mr. Young jumped on the caboose and notified the conductor who had the train stopped and necessary repairs made.

On August 17, Signal Maintainer C. G. Hunter, while inspecting bond wires in Mt. Airy Tunnel, discovered two broken rails on the eastbound track. Mr. Hunter immediately got in touch with the operator at "WX" Tower and had him hold eastbound trains; then he called trackmen to make repairs.

On the night of July 10, Foreman J. M. Dale, East Lexington, discovered that Chesapeake & Ohio trestle just south of the Wye switch at East Lexington, Va., was on fire. He immediately extinguished it. Superintendent J. F. Briant of the Chesapeake and Ohio Railway Company at Clifton Forge, Virginia, has written a letter expressing his appreciation of Foreman Dale's action.

Company's Patrolman Maurice F. Wilhere, Philadelphia, flagged No. 525, which was approaching, when an auto truck stalled on the crossing at Cherry Street.

Connellsville Division

CONNELLSVILLE, PA., September 19, 1921.
MR. WALTER COTTOM,
Bridge Inspector.

Dear Sir—I have your letter of the 17th, advising me of your actions when you found some broken parts of a car and immediately notified the nearest operator. Train 97 was examined and a defective car set out.

Your actions in this matter are appreciated, as they undoubtedly saved a wreck.

Yours very truly,
(Signed) H. R. GIBSON,
Division Engineer.

Pittsburgh Division

On September 20, the Pittsburgh Division was visited by a very heavy rain storm, which caused interference to train service at several points.

The track at Herrons Road Crossing, just west of Allison Park, was badly washed out. This fact was discovered by R. H. Dierker, employed as cashier, Pittsburgh Freight Station, who lives at Allison Park. Mr. Dierker immediately flagged passenger and freight trains in that vicinity and, no doubt, saved the Baltimore and Ohio from considerable expense, as well as possible loss of life.

Charleston Division

Gay McCune, lamp man, Gassaway, W. Va., noted a broken bridge rod on switch, and, in addition, track out of gauge at another point in Gassaway yard. Had repairs made, averting a possible accident.

Brakeman D. Harman noted and reported car with weak draft timbers in his train. He had car placed next to caboose, and probably averted an accident. Brakeman Harman has also been commended for noting and reporting a missing crossing sign near McClellan.

On August 20, a severe storm put all wires out of commission near Bower. Agent E. F. Hutson secured assistance and promptly restored temporary communication.

The Superintendent has written an appropriate letter of appreciation to Foreman J. Williamson and his gang, C. & P. Telephone Co., for assistance rendered in restoring wire communication during the same storm.

Conductor B. E. Jeffries noted truck bolster broken near Centralia.

Agent J. P. Ryan has been active in claim prevention work.

Boilermaker K. L. Hicks, while walking through Gassaway yard, noted on a train made up ready to go out, a defective condition of drop bottom on a gondola. He had car set off and repairs made.

Brakeman Samples while on a siding, noted a cross tie fall from car, stopped train and had it removed from rail of main track.

Agent Rollyson, Frametown, noted and reported a passing car leaking coal.

The following engineers have been commended for making over 100 per cent. fuel, performance in August, 1921: D. Wilmoth, G. F. Purkey, G. C. Smith, W. T. Spencer, L. B. Shomo, J. B. Poling, S. L. Rodabaugh, A. B. Nicholas, L. R. Shomo, W. J. Johnson, E. R. Berry, R. E. Smith, Thomas Farry, E. W. Hall, W. E. Paisley, A. F. Tierney, M. T. Hall, J. C. Jordan, C. U. Skiles, W. P. Paxton, A. W. Pickens, A. Kibbe, A. J. Lunsford and W. P. Amos.

Wheeling Division

At 5.30 a. m., on June 30, while train 100, engine 2358, in charge of Conductor J. P. Hill, was pulling into Brooklyn Junction Yard from the Short Line, Yard Master P. S. Rushford noticed broken flange on Baltimore and Ohio car 259849. Train was stopped at once and car set out of train. It was found that twenty-four inches of the flange was missing.

New Castle Division

On September 18, Engineer R. E. Armstrong, in charge of engine 4093 west, on the steel special, at the westbound passing siding at Newton Falls, reported to the operator that No. 13 had a brake beam down. The train was stopped at "FS" Tower, and it was found that brake beam was down on the fourth car from the engine.

Mr. Armstrong has been commended by Superintendent Stevens.

On August 24 as extra east 4098 was pulling into New Castle Junction yard, Flagman D. W. Ayers observed door on side of

car P. F. E. 6799 swinging out towards No. 2 track. He immediately handed message to operator at "OA" Tower, and also reported the matter to the Trainmaster's Office. Train was stopped and door adjusted to its proper place, thus eliminating the possibility of an accident.

On August 18, as extra east was passing Ravenna, Section Foreman W. Brust observed brake beam dragging on car. He immediately notified train crew, who had train stopped and repairs made.

While extra east 4123 was going east from DeForest Junction on August 16, Section Foreman F. W. Pressler noticed truss rod broken in two on one of cars. The rod was doubled up and dragging under rear truck, thus creating a very serious condition. Mr. Pressler notified train crew, who had train stopped and the unsafe condition corrected.

While returning home from work on the night of August 5, Track Foreman U. G. Alberts, discovered three pieces of broken flange along the track. He immediately notified the Superintendent's Office so that trains en-route could be inspected. It was found that a car in train arriving at Ohio Junction had broken flange.

Newark Division

Section Foreman R. W. Monroe, Eagleport, Ohio, after a hard rain on the night of September 20, along the Muskingum Valley, started out at 4.00 a. m. to walk his section, anticipating washout trouble. Just west of Malta he discovered that the road bed had been badly washed for a distance of about 25 feet, 10 feet deep. He flagged train 61, thus averting a possible accident.

Cleveland Division

MR. E. G. FISHER,
Section Foreman,
Beach City, Ohio.

Dear Sir—Your report of September 7 has been received. It is noted that on this date while you were working just west of Beach City, you noticed hopper bottom rod dragging on rail on extra 4288, and that you immediately notified conductor, who stopped train and had it repaired.

I want to commend you for this service, as I believe that had this defect not been discovered by you, there probably would have been an accident.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

Chicago Division

WILLARD, OHIO, Sept. 19, 1921.

EDITOR, Magazine:

We all know that there is considerable damage to cars which do switching over humps in our terminals and there is always more or less comment on this, but we hear very little of the splendid work often done to prevent damage to cars.

In this connection I wish to mention a case which occurred on the West Bound Hump at Willard on Sept. 14, when 16 loaded cars broke off and but for the good work done by Brakemen J. D. Rogers, E. F. Pope, J. H. Snyder, C. B. Frye and E. E. Skinner, there would, without a doubt have been considerable damage. These men have been commended for the prompt action which was taken in this case.

(Signed) J. B. HERSH,
Terminal Train Master

Ohio Division

Engineer Iuler with No. 4, discovered west switch at station track, Leesburg open. He succeeded in bringing train to a stop before accident occurred.

Engineer O. O. Walsh, on train 41, observed a lady hanging on hand hold on day coach and being dragged along platform. He immediately stopped train, and thereby prevented possible serious injury to the lady. For his watchfulness and prompt action he has been commended.

On August 3, Engineer Welsh discovered culvert in bad condition at Gepharts, caused by heavy rains. He left fireman Starkey to flag passenger train No. 52, which was following train of which he was in charge.

Indiana Division

On September 9, when extra 2920, east, was passing Moore's Hill, Agent W. J. Gorman noticed brake beam down on Baltimore and Ohio 195333. He communicated this information to the dispatcher, who stopped the train at Dillsboro and had brake beam removed.

On September 17, while on his way to work, Traek Foreman Graham Young, North Vernon, found some obstructions on the rail on the high side of the curve at Riley's Cut, about a mile east of North Vernon. The obstruction consisted of spikes, nuts, rail braces and pieces of angle bar. Mr. Young immediately removed these, then endeavored to locate the persons responsible. A little further east he came upon two men on the railroad. He called them, but they left the right of way and refused to return or to answer him.

Suspecting these to be the guilty parties, Mr. Young got in touch with the chief of police at North Vernon, and a patrolman of the Baltimore and Ohio, whom he assisted in locating four young men. These were arrested and placed in North Vernon jail; two days later these men were ordered to be held for the grand jury. The quick action of Mr. Young averted a derailment of the local freight train out of North Vernon at 7.30 a. m.

Illinois Division

On August 25, Traek Foreman O. Navolt, Mill Shoals, discovered brake beam dragging on oil tank in No. 81's train. He called this to the attention of the trainmen, who stopped the train and removed it.

Toledo Division

DAYTON, OHIO, September 8, 1921.
MR. H. C. SOUTH,
Section Foreman,
Cridersville, Ohio.

Dear Sir—Your note of the 30 ult., to Supervisor Ledger relative to discovering a bad order ear in the switch run, has been referred to me.

I take this opportunity to commend you for your action in this respect, which is an indication of having the Company's interests at heart, as well as being a close observer of conditions. In this particular instance your action resulted in the car being set off; otherwise a considerable quantity of the contents might have been lost and wasted in transit, resulting in a claim for loss of consignee.

I also expect to see that a notation of this is made in our next MAGAZINE in order that this may be brought to the attention of your fellow employees.

(Signed) R. E. CHAMBERLAIN,
Division Engineer

On September 24, as extra 4193, north, Conductor Kohli, was pulling into South Hamilton yard, Yard Clerk Lane and Car Inspector Letsche observed on the 4th car from engine, Baltimore and Ohio 223992, tie strap dropped down, allowing boxes to turn over. These two men flagged and stopped this train before ear was derailed, thus averting a bad accident.

On August 21, while train 94 was passing Miami City Junction Tower, Towerman George Weston saw fire falling from cars and assumed that a brake beam was dragging. He immediately notified the switch tender at the East end of River Bridge to stop this train. This was done and inspection made; the arch bar of Frisco 123825, loaded with zinc ore, was found to be down and rubbing along the rail. The car was switched out by yard engine into Perry St. yard.

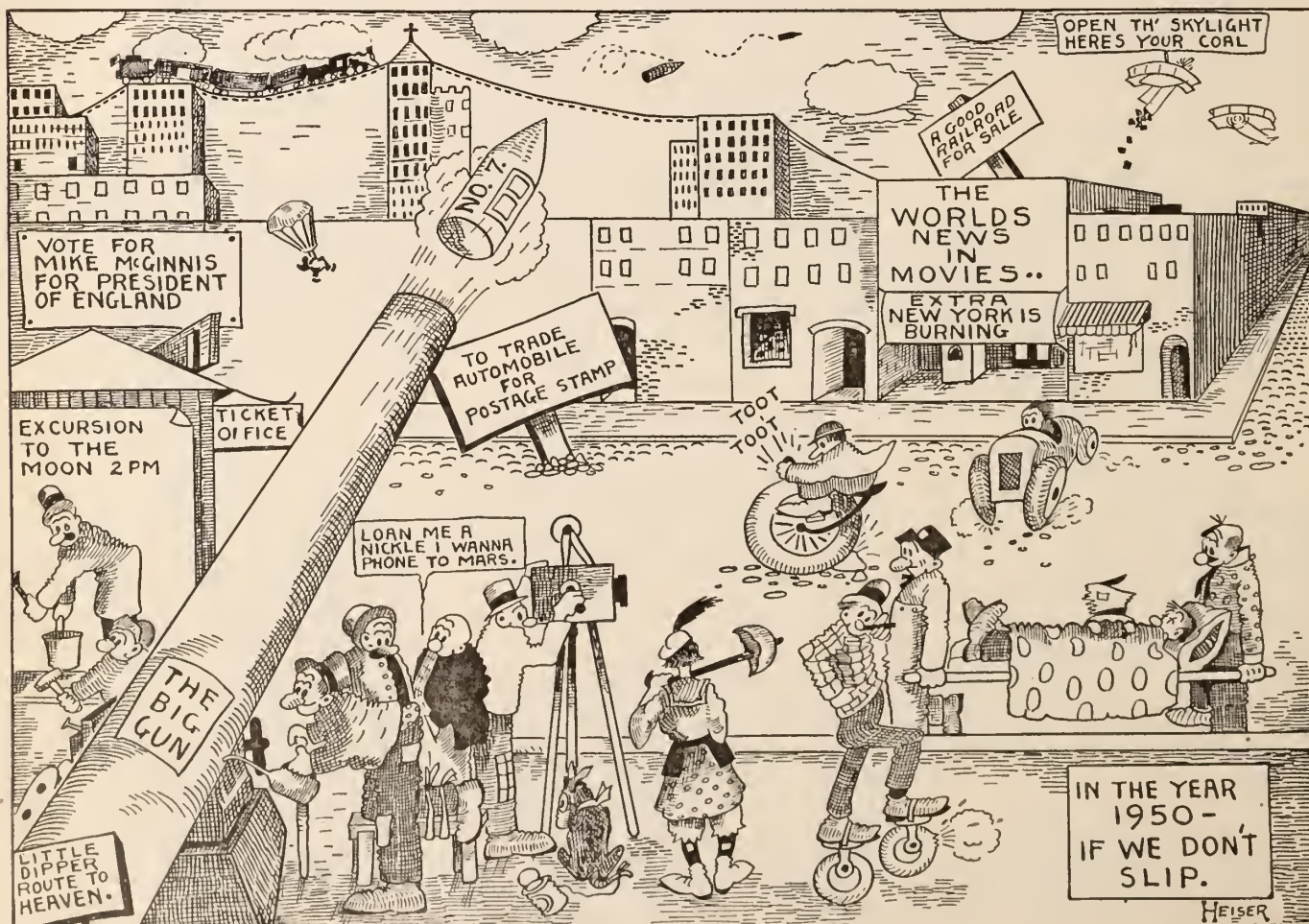
In For Keeps

It was in Paris. The talkative guide was exhibiting to the interested American tourist the tomb of Napoleon with all the customary flourishes of both language and hands.

"This immense sarcophagus," declaimed the guide, "weighs forty tons. Inside of that, sir, is a steel receptacle weighing twelve tons. Inside of that is a leaden casket, hermetically sealed, weighing over two tons. Inside of that rests a mahogany coffin, containing the remains of a very great man."

For a moment the American was silent, as if in deep meditation. Then he said:

"It seems to me that you've got him all right. If he ever gets out, cable me at my expense!"—London Tit-Bits.





Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBEEK

G. Ray Craig, counsel at Norwalk, Ohio, while transacting some legal business at Toledo, learned that some of his friends contemplated a trip to Washington and New York. He suggested that good time could be made by taking a Baltimore and Ohio train to Deshler and catching our No. 8 at that point. Afterwards, Mr. Craig, while on another business trip to Toledo, found that his friends had made the trip as suggested; they were delighted and had taken another trip, going by the same route. Law Department counsel, please step to the front.

When James Gordon Bennett, the elder, was living, and in full control of the New York *Herald*, he was always ascribing the success of any movement advocated by his paper to the mysterious influence of the *Herald*; so, I shall have to give due credit to the mysterious influence of the BALTIMORE AND OHIO MAGAZINE, for in a recent number of that publication George C. Zink, a Law Department employee, was very properly extolled. The result was that another department in the building, having faith in the accuracy of the MAGAZINE correspondent, made application for his services, and Mr. Zink was accordingly transferred and is now duly installed and doing well in the Freight Traffic Department.

Stephen Cadden succeeded George Zink, taking up his duties in the Law Department on August 26. He, as well as his predecessor, came from the Telegraph Department. And I shall begin to think that young gentlemen in that atmosphere receive pretty good training. Stephen is fully meeting the requirements of this department and in a manner that is freighted with satisfaction. His reticence is a good characteristic. He pays no attention to the clicking of the clock, and the location of the hands on the dial do not concern him.

In the Good Old Summer Time

All summer long, the Law Department has revelled in open windows and doors, with an occasional electric fan thrown in. It has indulged in aquatic trips on the Dreamland and the Emma Giles now and then. Now that autumn is well advanced, all this is changed. Every one of us, the ladies as well, vote aye for a continuance of the good old summer time. We don't like slippery pavements, snow ploughs, delayed traffic and all that sort of thing.

Radiating Optimism

We are quite willing, however, to accept the situation and to do our best. We are in full accord with the various activities advocated by the BALTIMORE AND OHIO MAGAZINE, to wit: Safety movement; work of the Welfare Department; No-Accident campaigns; saving of fuel; courtesy and politeness to everyone; get business when we can, and radiate optimism in every direction at all times.

George H. Stein

George H. Stein, Baltimore and Ohio counsel, assistant to H. B. Gill, division counsel, Philadelphia, died suddenly on September 19. He had been in the service of the Law Department for a number of years and was efficient and capable in every way.

Car Service Department

Correspondents,

J. T. LEAN and H. V. OBERENDER

Miss Edith Robinson and Miss Evelyn Benson have of late been heard singing "I Don't Want to Grow Older" but we understand that Miss Robinson celebrated one of her birthdays on September 17, and Miss Benson one on September 23.

We regret very much the loss of one of our fellow-clerks and friends, K. L. Metzger, who left the railroad to go into business in New York City.

It is gratifying for us to announce that Carl L. Hornfeek is again with us and enjoying the best of health.

On Saturday, September 10, our baseball team played the Philadelphia and Reading Nine at Homewood. Our boys put up a hard fight but were defeated by the score of 6 to 5. Bryan did exceptionally well on the firing line and would have won the game had not several miscues turned the odds against us.

On Saturday, September 24, our boys, with about eighty rooters, journeyed to Philadelphia to give the "Reading Nine" a return game. Hahn did the twirling and Peters the catching. The game was practically ours up until the eighth inning, when the score was 3-1, in our favor, but the odds were against us, for the Reading team in their half of the eighth scored four runs, putting them in the lead, 5-3. Thus the game ended.

Although losing the game we all had a great time, going up and coming home on our "private car." The double quartet, Boteler, Paynter, Strauch, Kirby, Oberender, Doenges, Lean and Buettner, furnished the crowd with some fine singing.

Little Charlie Bayn was there with his megaphone. Roy Brown did a little dance accompanied by the "Tambourine Four" who furnished the necessary noises. Oberender and Kerby sang a duet "I'm sorry I made you cry." Shorty Reider was there with his funny laugh.

The girls furnished candy and fruit for the crowd and everybody had a good time.

Freight Tariff Bureau

Correspondents,

F. W. RUPPERT, C. A. WAGNER

Again we appear on these pages. This time it is through a cloud of strangling smoke derived from the hod of R. P. M., who, chuck full of "Datura Stramonium," better known as "Jimson Weed," was standing on the corner of Gillingham Alley, puffing the weeds to a frazzle, while the rest of us innocent folk, who have been cured of catarrh for seven years, through other means, stood choking from the aroma (or fumes, we might say with better satisfaction). We don't wish you any hard luck, Mr. Martin, but we wouldn't care if you would pick a leaf of skunk cabbage by mistake some fine night and light up while outside of Baltimore. And the farther out the better.

Our busiest time is the last half hour before five p. m. Then you may see Clara W., chasing after "Cabby," "Gus," "Jap," "Lew," etc., for Interstate copies. "The printers line is busy." "Boy's on his way." "Can't print today." "Must have copies, short date." These are the answers poor Clara gets and most times she has to stay after five to file them. Does she worry? NO, L. S. E. does that.

Well folks, "Bozy" and "Vi" are still having their troubles with mailing lists. "Bozy" makes 'em and "Vi" says they are wrong, and that supplies are short because too many were ordered.

AT LAST. Michael R., who always fell for each new face, has decided "One was enough for him," and has traveled upon the great sea of matrimony. Mr. and Mrs. Robinson spent their honeymoon at Niagara Falls and Toronto. We all wish you and yours the best of luck, "Mike."

"Shorty" Lynch, our hairbreadth horse race man, also anticipates asserting himself in the face of the world, for according to Rumor, Miss Mildred Thomas is to become Mrs. E. J. Lynch on October 20. Well, "Ed," we congratulate you on your nerve anyhow.

Our veteran, Walter Webb, has his hands full these days chasing back and forth to Washington to keep the Interstate Commerce Commission posted on how to run a railroad.



The two "Joes"—Ramming and Wich, Engineering Department



Babies of the Freight Traffic Department
1. Little "Billie" Curran. 2. Jane V. Martin. 3. "Betty"

As some of our work is sent out of town, there came a call for a man to go to St. Louis, and our old hero "Lew" said he was fully acquainted with the city, but he would not go unless transportation was issued for two. What's the idea, "Lew," can't you live without her?

George B. Hoyt, our grand old gentleman, has just returned to the office after a two weeks stay at Rageley Tavern and Kennebunk, Maine. We all received a card from him.

Have you ever noticed that distinguished gent who gets off the car every morning (bar Sunday) at Redwood and Liberty Sts.; so that he can a few puffs on his "stump" before entering the building? I suppose you all know him. The same stump is again put into action at noon and finally conquered at night. Eh, Lindsey?

Our fashion model, better known as "Woody," spent a pleasant vacation at his country home at St. Helena, Md.

A great change was noticed about the file and correspondence room during the week of September 12 when it was operated by the great Horacio Leatherberry and Oswald Heisey, both members of this club. It wouldn't be fair to say whether the change was for the better or worse, so we won't.

We shall have Quail for Supper

"Cas" W. and Frank R., made one grand attempt to put the Northwestern hunters and trappers out of work. Early on one September morn, they boarded the Southern for the wilds of Burke, Va., where they intended to make a special graveyard for fowl, but up to this time there has been no great deficiency of birds at that point.

They were heard to say, before taking a little target practice, "We will match the best sharpshooter on earth," and afterwards "after a few more years practice."

Next month we hope to complete our list of Cupid's victims and if we don't it won't be our fault for they are going so fast in this office that it is a hard problem to keep up with them.

With sincere regret we report the death of Miss Christopher, one of our stenographers, on October 10. We all extend our deepest sympathy to her family.

Freight Traffic Department

Correspondent, DOROTHY RUBENSTEIN

In our picture gallery we have Jane V. Martin, the charming little daughter of J.

A. Martin, rate clerk; "Billy," the son of C. J. Curran, rate clerk; and an adorable bit of femininity, "Betty," the little niece of Miss Lillian E. Burman, stenographer.

A personality of charm, mellowed and fine, is F. B. Upsher, of our department. Words can hardly express the contagious infection of his hearty laugh, which once heard, cannot be forgotten, and the memory of the man back of the laugh lingers with one ever after. Always with a pleasant word, ready at all times to help his fellows in their various endeavors, a character such as his is a blessing to this world, spreading sunshine and cheer wherever he is, and it is befitting to quote his oft repeated expression: "A thing of beauty is a joy forever." If we had many more like him, how much more pleasant life would be for us all! We consider him a fine model from which to mould a sweeter disposition.

It is noted, with pleasure, that trade conditions are improving; slowly, it is true, but yet surely. This tends to increase the spirit of optimism in the business world and effects are far reaching indeed. We cannot help but feel, with a blessed sense of relief, that the days of hectic spending are past, and that with the return to normalcy, the people as a whole are turning to higher standards of living and morality. Of course, we all realize it will be a long time before conditions are as they were before the world plunged into the chaos of war, but taking everything into consideration, the outlook for the future is brightening, and already the slender golden rays of tomorrow's sun, rising above the horizon, are full of promise for a new day of peace and prosperity. In order to bring about the fulfillment of our hopes, we must all turn our faces to the light, co-operating to the fullest extent with each other, and, above all, have faith in the eternal power of God.

Testimonials

"The birds that warble in the trees
All give us keen delight;
But we don't give a tarnal sneeze
For frogs that yelp at night.

"The birds give us a feeling that's
Replete with joy intense,
But we'd not give a hoot for cats
That yowl upon the fence.

"The birds deserve what's said of them,
We love their sharps and flats,
But cocks that crow at 3 A. M.
Are worse than frogs and cats."

A hearty welcome by this office is extended to the newcomers, Messrs. G. M. Campbell, Geo. C. Zink and Wilbur Smith.

We are glad to report the return to the office of C. L. Cole, Jr., who has entirely recovered from his recent illness.

Fuel Agent's Office

Correspondent, P. L. EBAUGH

J. R. Scotten, who has been going to Delta, Pa., every Saturday, for the past six months, recently took along with him a solitaire that compared with an engine headlight for size. Mr. Scotten has not as yet named the happy day, but we have our suspicions that it will be in December.

H. G. Miller who has been spending his week ends at Cambridge, Md., also made a purchase of a solitaire, and we congratulate him. Mr. Miller wishes to deny the report that he is taking a correspondence course in cooking.

Miss Freida L. Ader, who recently returned from a two weeks' trip on one of the lake steamers, has since her return been receiving several letters each week. Can it be possible that she has succumbed to the wiles of a dashing officer? (She has been seen several evenings promenading along the deck with a young Apollo.)

Relief Department

Correspondent H. IRVING MARTIN

Miss Elizabeth Brune joined the "Hospital Club" on September 22 and took her first degree in the Appendicitis Division. She likes vacations, but this one doesn't suit her, so we can expect her back soon to turn out some more "eb's."

J. Norris Desverreaux and Mrs. J. N. spent their vacation at Ocean City, Md., supervising the old salts who were seine-hauling, and tempering the summer's heat by a cool dip in the Atlantic or a stroll along the waters of the inlet. Too soon came the call, "Back, back to Baltimore," to join the "Dingbat," "Fritzie" and "Our John" in the Savings Feature.

Ferdinand Franz goes off to New Jersey with the rector of the Church of Saint John the Baptist and other friends bound for the Saint Francis Health Resort at Danville. He doesn't report any casualties from mosquitoes, but says that he got a good rest and also a chance to spend some hours in Newark and a few days in the shadow of the Woolworth Building.

Shades of Frederick W. Taylor, just look at this! Scientific Management gets a new recruit, and at the bottom of the ladder.



JAMES GARFIELD RUSSELL, IN A CLASS BY HIMSELF

A reminder of the valuation department outing



W. Clifford, son of W. C. Donnelly, supervisor of Time Service

Br'er Ball and his other seven-eighths headed for Gulf of Mexico. Tropical storm follows. If cyclone meets tourist, expect seasickness. Bulletins anxiously awaited.

The following principles of business success were evolved by our office messenger, F. B. Vane, Jr., for the guidance of his substitute (in F. B. V's. absence from his desk). Note the kernels of truth, the definite plans and ideals; also that he adds one, for luck, to Mr. Emerson's "Twelve Principles."

1. Telegrams and Building Mail from the other offices to go to Chief Clerk.
2. Count your U. S. Letters and do not order an excess supply of postage stamps.
3. Be sure to keep the inkwells filled.
4. Enter up Baltimore and Ohio Registry as soon as received and you will not have to do it at five p. m.
5. Take special care to keep all out-going mail around the office moving swiftly.
6. Work steadily and do not allow yourself to get frustrated.
7. Do not forget to close up the office at the close of business each day.
8. Always keep your sponges wet.
9. Answer all buzzes promptly.
10. Don't forget to pull the string every time somebody rings.
11. Do not let moss grow on applications wanted.
12. Do not eat peanuts during working hours.
13. And last but not least, *Keep Smiling.*

Once more Cupid Makes a hit and captures one of our bright-faced girls, Miss Jean A. Bennett, who was married at noon on August 8 at North Avenue M. E. Church, Baltimore, to Walter C. Alvey, a surveyor in the Valuation Department. After a trip to Florida they settled down like old married folks at 3308 Harford Ave., Baltimore. We wish them all the good luck possible, and will give them a oat of-arms, fashioned from four leaf clovers, horseshoes and wish-bones.

Mr. and Mrs. Parkin Scott betook themselves to Atlantic City, where Mrs. Scott showed her ability to acquire knowledge by learning to swim. After their return in safety to Relay, Mrs. Scott diverts six passengers from other railroads to the Baltimore and Ohio and starts for Cleveland to attend the convention of the Service Star Legion. The party stopped at the Hotel Statler and now praise that hostelry and the service and meals of the Baltimore and Ohio dining cars. Mrs. Scott knows how to get results, whether it be in capturing passenger traffic or in presiding over and managing a public meeting. A good sample of the "new woman," yet always feminine.

Miss Mary F. Wigglesworth and Walter W. Lanahan, both of the Savings Feature, were married on August 19. They immediately left for New York to spend their honeymoon. Deservedly popular and well liked, we extend to them our fullest wishes for a happy future.

James William Wilson, Savings Feature, resigned on September 17 to enter Randolph Macon College. He will enter the legal profession upon his graduation from college. He is not the first disciple of Blackstone who got his start in business life in the Relief Department. Some of his predecessors are now successful attorneys.

Telegraph Department

Correspondent DELLA M. HAIN

Here's the little "Colonel," Master Clifford Donnelly, doing his bit in the garden. We can't see what is in the basket, but we guess he's planting clocks and watches, for if he takes after his father as much as he looks like him, it couldn't be anything else. Note: How about thyme? —Ed.

Transportation Department

Correspondent, L. K. BURNS

Here's a notice we posted on our bulletin board, and sent copies of it to our traveling men. Just a tip for somebody else who might want to use a similar notice.

"BOOST BUSINESS"

A good many of us are living up to this motto of the Baltimore and Ohio and a good many of us would like to but don't know how. Now if the ones who have had an opportunity to disclose the merits of the Baltimore and Ohio would tell about it for the benefit of those who fail to see such opportunities, we would have a 100 per cent. "boosting" department; therefore—

A memorandum written to the MAGAZINE correspondent concerning any business secured by an individual, any conversations overheard that are in the nature of a "boost," a simpler method of handling or doing a certain kind of work whereby our Road might be benefited, will be appreciated by all.

Personal items of interest are always welcomed by the correspondent.

Let us get together and build up a live column in the "Among Ourselves" Department of the MAGAZINE. Your cooperation will enable the correspondent to do this, but he cannot progress alone.

We're mighty glad to have old "Bill" Marley back again. "Bill" had an attack of typhoid recently.

"Do to others, etc." While boosting our own business, how about putting in a good word here and there for the business of our customers?

We were beginning to think that King Hymen had forsaken his altar, when along comes W. S. Guerke to assure us that he has not. Indeed, to prove the veracity of his statement, he presents Mrs. W. S. Guerke who, according to hearsay, is a "sweet, lovable little girl." Perhaps we can be mollified to the extent of forgiving G.'s secrecy if he will introduce us. Congratulations, Mr. and Mrs. Guerke! Here's hoping you will "live happily ever after."

When Mr. Sherry's jovial countenance was even more jovial than usual, we became curious and inquisitive and thusly learned that little Miss Ruth MacKay Sherry arrived at the home of Mr. and Mrs. H. B. Sherry on August 7. "Daddy" claims she's a regular vamp and already has a host of admirers.

We welcome in our midst Alexander P. Wilson, new clerk, Mine Rating Bureau.

We wonder what the attraction is at Brunswick for three certain young ladies of the Embargo Bureau on nearly every week end. Perhaps we can account for the frequent visits of one of them, but as for the other two—we have our suspicions. Let's ask "Jinnie;" she knows everything.

The fact that John B. Egerton has left the service of the Baltimore and Ohio Railroad, to return to the training of the minds of the coming generation, comes as quite a surprise to his friends and acquaintances.

Mr. Egerton entered the service of the Baltimore and Ohio with the engineer of tests, in 1911, in connection with the Timber Preservation Plant at Granite City, Illinois. He then went to the Timber Treating Plant at Green Spring, W. Va., which was at that time, in the course of construction. At its completion he joined the force of the Scales and Weighing Department, and continued in this line of work until the time of resignation on September 7.

For ten years Mr. Egerton has given in his services to the Baltimore and Ohio, the best of a highly trained mind, and conscientious labor in all his duties. Those who have come in contact with him have felt the strength of his character and have realized the thoroughness with which he has gone into all matters for the best interests of his Company.

Mr. Egerton received his primary education in the Baltimore schools; his high school and college courses at Rock Hill College, Ellicott City, Maryland. After he completed his studies as a student, he continued at the College as a professor, teaching successively the languages, physics, chemistry, and allied scientific subjects, keeping abreast with progress by attending special courses at the Johns Hopkins University and through other educational sources. The general scientific courses, under his able direction were highly developed and became recognized by leading universities of the country, and it was largely through Mr. Egerton's personal efforts that this recognition was extended to the point where a diploma from Rock Hill College admitted students to the Johns Hopkins and other universities, without the necessity of an entrance examination.



Edward Hitzeberger, stenographer, office of J. P. O'Malley, assistant comptroller in charge of Revenue Accounts

Mr. Egerton has returned, we might say, to his "first love," that of training the young, having accepted a professorship at Calvert Hall College, to teach mathematics and the sciences.

While his friends regret the loss, it is hoped our loss is his gain, and our best wishes follow him for all success and happiness in his chosen work.

Office of Assistant Comptroller Deverell

Correspondent, JOHN RUPP

Some years ago, shortly after the introduction of the Illinois Central Railroad through that portion of Illinois known as "Egypt," an honest countryman, who lived some forty years or thereabout in blissful ignorance of everything pertaining to the "kers," was appointed station agent at Carterville, one of those little out-of-the-way places, where, as Dickens says, "no one could by any possibility want to get off or on." On receiving his instructions he was told, among other things, that as Carterville was merely a "flag station," trains would stop only when some one wished to get off or on; and that if he wanted to stop any train, he must "flag" it.

Shortly after his appointment, accordingly, as the "mail train" came thundering on, he placed the magic red flag in position—the signal to stop.

As the car drew up to the station, the conductor jumped off on the platform, with his accustomed "All aboard," and at the same time he asked: "Are there any passengers to get on?"

"Wa'al, not as I know of," was the puzzled agent's reply.

"Then what did you stop the train for?" shouted the irate conductor.

"I didn't know but some 'un might want to get off!" shouted the obliging "agent" in a conscious tone of injured innocence—*Anecdotes and Table Wit.*

To the book-keepers—"May they faithfully keep their books posted-well, and may their books keep them well-posted."

Our Own Employes

"They are linked together by the strongest ties, and as they travel over life's track to the grand terminus, they occasionally form a junction on the road for the purpose of exchanging friendship and good-will."

Picked Up At Random

"The original noise is what counts—most people are merely echoes."

"The ideas that benefit a man are seldom welcomed by him on first presentation."

"An ounce of performance is worth more than a pound of preaching."

"An executive: A man who can make quick decisions and is sometimes right."

"Nothing will ever be accomplished if all possible objections must be first overcome."

Office of Assistant Comptroller In

Charge of Revenue Accounts

Correspondent, HOWARD D. BAKER

EDNA HYNDMAN went to JACOBS CREEK to visit Miss LAYTON, but she had moved to INDIAN CREEK. While on her way she tripped over OHIO PYLE and fell in the SAND PATCH. Mr. WILLIAMS, a CASSELMAN, picked her up and took her to DAWSON, receiving an EMBLEM for his deed, accompanied with a letter from VERSAILLES for him to report at BERLIN in the morning. After arriving there he found he did not have a FAIRCHANCE with EIGHTY-FOUR men. For fear that he could not BOSWELL enough, he returned to PAINT CREEK and rowed to POINTS MILLS. On his way he

ran into LITTLE FALLS which was near COOLVILLE, having to camp there all night the FROST fell heavily over this RICHLAND. After digging awhile, he found some CLAY with which to make FIRE BRICK. Then he took a BLACK FORK from his knapsack and began digging the ROSEBUD to help it BLOOM, but the FLOWER was dead for lack of water from the WELLS.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

The second season of the office Bowling League was gotten under way on Tuesday night, September 20, at the Baltimore Bowling Alleys (Yearley's), with a field of six entries. The Bowling League proved such a success last year that two additional teams were formed. If the present season comes up to the past one in attendance, interest and good contests, there will be left nothing to desire. This, however, is up to each individual, and we are hoping that we go it one better.

Auditor Disbursements

Correspondent, JOHN C. SVEC

We wish to announce the marriage of our correspondence file clerk, Miss Reba M. Powell, to Joseph Weilert, a former clerk of this department but now with the Engineering Department. The wedding took place on July 20, at 6.00 p. m., at St. Martin's Catholic Church. The bride was attired in white satin and lace, with veil, and carried a shower bouquet. She had as her matron of honor, her sister, Mrs. Hamilton Thompson. Her bride's maid was Miss Verna Newton. The little flower girls were nieces of the bride and groom. The ushers were Messrs. C. C. Hawkins, Harry Deford, Raymond Deford, uncles of the bride and Edwin Snyder, a cousin of the bride. The best man was Joseph Hoenig. After a wedding trip to New York and up the Hudson they will reside at 3311 Piedmont Avenue, Walbrook. We extend our best wishes.

Another marriage which we wish to announce is that of Miss Eda Hood, clerk in this office, to Mr. Z. Stultz Boone, on Thursday, September 1, at Hamilton Presbyterian Church. Congratulations!

Cupid still seems to be working hard, as another of our young ladies continually gazes at her left hand and then smiles—Oh! the daintiest of smiles. We have your number, Gladys.

One of the young men of the Traffic Department seems quite interested in a fair young damsel of the Payroll Bureau. We wish him the best of luck. May he progress rapidly.

Walter Wilmer, assistant chief clerk to assistant auditor disbursements, recently made a fishing trip to the Patuxent River, where he spent a week with the parents of Miss R. M. Coster. He was accompanied by Assistant Foreign Freight Agent M. W. Pryor, and Miss Coster. From the "fish" stories told around the office they must have had a very enjoyable time.

Since the last issue of our MAGAZINE, our baseball team has kept up its good work, winning 3 out of 5 games, bringing our total wins to 7 out of the last 10 games played; moving from last to sixth place. Our players are playing wonderful ball, one of them, John Scheureman, having been given a tryout on September 18 by Manager Hoblitzell of the Reading team of the International League, at Oriole Park.

Mrs. H. Corkran, wife of our traveling disbursement auditor, is ill at the Women's Hospital. We are indeed sorry to hear of her illness and wish her a speedy recovery.

We are all glad to have our auditor disbursements back with us after an absence of three weeks because of sickness.

The body of Corporal Charles N. Foster, 115th Infantry, 29th Division, formerly a clerk in this office, who was killed in France on October 23, 1918, was buried from the residence of his parents, Mr. and Mrs. C. M. Foster, 2313 Harford Avenue, on Friday, September 9. A representation of seven men from the office acted as honorary pallbearers, the active pallbearers being a squad of soldiers from his Company. The Baltimore and Ohio Post, No. 81, of the American Legion, sent to the late home its customary tribute of flowers and flag.

Office of Auditor Merchandise Receipts

Correspondent

P. HENRY STARKLAUF

Wedding Bells

Miss Mary Elizabeth Doyle, Local Settlement Bureau, was married to Joseph Kerafa on July 15 at St. Cecilia's Church, Walbrook, by the Rev. Eugene Gwynn. They will reside at Lorain, Ohio.

Miss Dorothy Thompson, Local Settlement Bureau, to William E. Thompson on July 27, by the Rev. F. C. Reynolds of St. Paul's M. P. Church. They will reside at Elmhurst, L. I., N. Y.

Miss Mildred Underwood, Machine Room, to Elmer Soper, on August 10, at St. Luke's P. E. Church, by the Rev. Harrison and Rev. O'Connor.

Miss Elizabeth Haggerty and Frank O. Kemp, both of Interline Settlement Bureau, on August 17, by the Rev. J. J. Dunn, pastor St. Pius' Church.

Miss Cora Brooks, Machine Room, to Fred H. Einwaechter, August 25, by the Rev. A. G. Schultz, of St. Paul's Evangelical Lutheran Church.

Best Wishes!

Mrs. Laura Gardner, mother of M. M. Gardner, Interline Settlement, and wife of C. R. Gardner, Riverside, departed this life on July 10. Interment was in Woodlawn Cemetery, July 12. Services were conducted by the Rev. William A. Melvin, Lowe Memorial M. P. Church.

Joseph B. Kenney, Statistical Bureau, died on Tuesday, August 2. Interment in Loudon Park Cemetery on August 4; services conducted by Kedron Lodge and the Rev. Gillam. Prior to Mr. Kenney's coming to this office, he was for many years allied with the Company's interests at Locust Point. He was in his 60th year and a member of Kedron Lodge, the Baltimore and Ohio Veterans' Association, Jr. O. U. A. M. and the Royal Arcanum. He was a son of the late police captain of Baltimore.

Harry J. J. Stamm, Interline Settlement, died suddenly on Sunday, August 7; services were conducted at his home and at St. Elizabeth's Church on August 11, by the Pastor, Rev. John Murray. Interment was in Holy Redeemer Cemetery. The active pallbearers were boy friends in the neighborhood. Honorary pallbearers from the Interline Settlement Bureau were the Messrs. Lindner, Donoho, M. M. Gardner, Carrigan, Mullinix, McGuire and Stanley Wolf.

The families have our condolences.

Recent arrivals—Girls to F. E. Eidman, Ed. Napfel; Boy to "Tom" Hess. Congratulations!

One of our attractive young ladies went to the seashore for the vacation period, but the magnetic power of a certain young man brought her back to Baltimore, much in advance of her stated time. What were the wild waves saying, Mabel? (How Cunning?)

We have in our midst the cutest little boy (in years) six feet two inches in height, who comes to work the other morning with a bundle under his arm—a real trophy, a silver loving cup. "Bobbie" was a successful contestant in one of the Eastern States Regatta canoe races. "Atta Boy, Bobbie!" Quite evident you can "paddle your own canoe."

Auditor Passenger Receipts

Correspondent, G. FRED MILLER
Secretary to Auditor

Don't forget we are still out for business. Keep the stock on the upward trend. It's quite easy to remember a thing for a day or two, but we all have a tendency to forget as the days pass into weeks, and so on. This should not be a case of forgetfulness; it is a good example of "As we sow, so shall we reap." Work hard, get the business and then more business, and we will learn to appreciate our positions, and derive more interest from our various duties.

New York Terminals

Pier 22, North River, N. Y.

Correspondent, FRANK A. J. MANTHEY

The accompanying photographs are of employees at Pier 22, North River, N. Y. In the picture of the five girls, we have, left to right: Catherine Zoener; Anna Marshall; Mae Caffrey; Louise Bowne; Eleanor McDermott. In the other group are: Anna Marshall; Louise Bowne; Benjamin Jordan; Catherine Zoener; Eleanor McDermott; Margaret Cronin.

The Meaning of Normalcy

During a period of normalcy wages and living costs equal up against each other. When salaries are increased sharply, as they were in war days, it necessitates increases in the prices of commodities. Hence, during this time of business reconstruction and lower living costs, it is but fair to assume, in order that normal conditions may be restored, that salaries will have to be cut. Manufacturers are experiencing great difficulties in securing the necessary buyers to purchase their goods and are offering their products at greatly reduced prices in order to induce buying, and as more than half of the cost of production is labor it is necessary to reduce salaries to such an extent as to equalize the reduction in the sale price.

When readjustment and reconstruction bring about the hoped-for normal period, we all will enjoy better than pre-war conditions, and complete satisfaction and happiness, and not until then.



Employees at Pier 22, North River, N. Y.

Miss Eleanor McDermott has returned to the office after an extended vacation of several weeks, in order to recuperate. We hope she has recovered lost strength.

Staten Island Lines

Correspondent, G. J. GOOLIC

It is pleasing to note that the work which has been done on the Staten Island Rapid Transit during the present summer is being noticed by the general public, and that many favorable comments and compliments have been given.

During the war, because of the scarcity of men, the Company discontinued the practice of taking care of their parks at the station grounds. This practice was resumed during the present season, and under the efficient guidance of "Jim" Conway, the parks have already taken on their old time appearance; this particularly applies to the grounds at New Dorp, Clifton, Snug Harbor and Livingston.

On the Staten Island Rapid Transit there is approximately three and one half miles of elevated station platform. It can be readily appreciated that the upkeep of these structures is no small task, and one



Building Perth Amboy Ferry Bridge

that requires considerable attention. During the present working season, quite extensive renewals and repairs have been made to the platforms, now beginning to show the results of this work.

During the year 1920, our 328 daily passenger trains hauled approximately thirteen million passengers without train accident.

Among the principal improvements to be noted on the Staten Island Rapid Transit during the present year, are, extensive renewals to Pier 22, North River; Lighterage Pier 1, 3 and 4, St. George; rebuilding pontoon at 26th Street and pontoon at Transfer Bridge No. 1, St. George; also the laying of four and one-half miles of heavier rail. St. George and Arlington Yards are being thoroughly overhauled, and Cranford Junction Yard has been completely re-tied. On October 1, the contractor will start the filling of one and three-quarter million yards of material, which will eventually become a part of the completed yard and the new shop.

Enclosed is picture of Maintenance of Way carpenters completing building of Perth Amboy Ferry Bridge. This bridge was put in service September 26 at high tide. The work was started at 2.35 a. m. At 3.00 a. m. the old bridge was floated out of the slip. At 3.43 a. m. the new bridge was on its rockers. At 4.18 the weights had been adjusted and at 4.51 a. m. the first truck was allowed to pass over.



C. Donald Zephir, 19 months old

Car Accountant's Office, Force St. George

Descriptions of our office force I'll give as plainly as I can, Perhaps a few will be right cross, But—and I laugh—there is no ban On setting forth in pun and joke Some observations of my friends, Who as they toil in Labor's yoke Must laugh with me, e'er the work day ends.

Comes first of all, the captain bold, One William Ivers, of ancient fame, He keeps stern watch o'er all the fold— Now in good humor, now aflame. Across from him, his able aid, A man named Campbell, keen of brain, A roving eye, a voice low laid, Does not belie his Scottish strain.

Now comes O'Regan, tall and hard, With ready wit, like clowns you've seen, From office work he should be barred To take a job on stage or screen. Right near him sits a clever lad, With bristling hair, pugnacious face, Who, though he's never really bad, Looks like a chief of a savage race.

On t'other side, across the aisle, Miss Vetter and Miss O'Mara sit, They talk about the latest style, Of how to make a Broadway hit. Across from me, a likely chap, With first name's George; I truly think He draws his face up like a map Whene'er his right eye he would wink.

A happy soul is Miss Perrone, (We always like a jolly girl) Who as a typist holds her own, But stops to fix her one pet curl. Now I trust that you folks named above Have shared these verses all in fun, I herewith send you all my love, I mean no harm to anyone.

Baltimore Terminal Division Riverside

Correspondent, MARTHA V. FOX, Car
Record Clerk

The accompanying picture is of C. Donald Zephir, age 19 months. He is the son of Fireman C. Zephir. His mother was formerly Miss Mary Donnelly, the first girl to be employed in Car Foreman's office, Locust Point.

Canton has again been kept very busy by a number of oil steamers docked there.

Road Foreman of Engines "Uncle Joe" Cannon, went on a vacation to North Beach. Evidently the sun wasn't as hot this year as last.



Chief Clerk Frank Taylor and his family

"Chevroletting" seems to be a new sport of the stenographers. Miss Comra has just bought a brand new one, and has been practicing to see how close she can run on the edge of a bridge without going over. She missed one calculation, for it had a rail, and naturally she tore it away, stating it was of no use anyway. Outside of bent mud guards and jarred equilibrium, she proceeded on her way, nervous of course, but ready for another. She wants to borrow a suit of womanalls from the janitrix in case she might have to get out and get under.

Our worthy general foreman, Ralph Cline, forgets that he is not at home sometimes, and calls us girls "Honey." He is a newlywed.

Messenger Burns is coming right out into society now. He goes to Carlin's and they go "wild, simply wild over him." Ask



Frank and Robert Tunney

Horse racing is the sport of kings, they say, but "Bernie" will be a book maker some of these days. He has a nickel left after each pay day.

About a month or two ago one of our tender repairmen helpers was out riding in his two wheel automobile. All went along peacefully until he was struck by a Ford, and gossip around the shop reports that his legs were broken, his stomach was crushed in, and he was in a very critical condition. He is back to work now, and we expected to see his legs shorter, after having been broken, but when Harry came back, he wasn't shorter at all, for he had to go home and have a 12 inch piece sewed in the legs of his overalls, and then they were a little too short. His stomach being crushed in didn't affect Harry much, for he brings his lunch in two bundles now.

The stork paid a visit to Emory Skipper's house, and left a baby boy. Baby must have a very sunny disposition, for Daddy is never late for work, and he comes all the way from another city—Westport.

The accompanying picture is of our worthy Chief Clerk Frank Taylor, Stores Department, and his family. No wonder he is puffed up, he has a cause to be for there's



Locust Point Yard Employees in 1908

his young wife and baby girl, a dimpled darling. Get your hands out of your pockets, Frank, and stick your thumbs into your vest; you have a reason for doing it.

The accompanying picture was taken at Locust Point Yard in 1908: left to right, sitting—W. E. Snack, M. Sellman, A. H. Blackburn (now Trainmaster at Locust Point). Standing are J. J. Link, C. Anderson, A. Dowling, T. Burgee and C. Buckman.

Swimming days for yard clerks, Locust Point, in Devil's Buckets are now o'er, and we are wondering what they will resort to now, or whence cometh the next raft to replace the old bath tub.

The accompanying pictures are of Robert, age 3, and Frank, Jr., age 2, attractive children of Chief Clerk Tunney, Locust Point Car Foreman's Office.

F. H. Carter, assistant chief clerk in superintendent's office, has been endeavoring to buy a gun. Anyone having a "Busy Bertha" kindly notify "Nick."

Baltimore Division

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

The regular divisional meeting of the Safety Committee was held at Riverside Y. M. C. A. on September 19. Superintendent E. G. Hoskins, chairman, presided. We also had with us J. T. Broderick, superintendent of Safety, William D. Lenderking and W. F. Braden, Safety agents.

We are glad to learn that Conductor George G. James is out of the hospital and has been getting along very well. Mr. James was injured in a derailment at Elk Mills on July 14.

Your correspondent spent a week of his vacation during the latter part of September among the hills of West Virginia, and while there paid a visit to Superintendent C. B. Gorsuch, Wheeling, W. Va.; he also made the acquaintance of a number of his staff and personal office force. Mr. Gorsuch extended a cordial welcome and wished to be remembered to his former acquaintances on the Baltimore Division.

Effective 12.01 p. m., September 19, the Interlocking Block Office and Interlocking Plant at Reels Mills were discontinued and the block extended between Monrovia and Frederick Junction.

Your correspondent, in traveling over the Road, noted the excellence of the service and equipment as compared with that of a competitive line; and while traffic has not been what it was in former times, there seemed to be a steady movement from the Connellsville region.



Some of Camden Local Freight Office's Babies

1. Doris Katherine, 4 year old daughter of C. H. Schmidt, Accounting Department.
2. Carroll, 2½ years old, son of J. M. Woodrow, Cashier's Department.
3. Little son of G. L. Spittel, assistant accountant.
4. Roland A. Garrett, Jr., whose mother was formerly M. ss Olive Palmer, Car Service Department.
5. Robert C. and Herbert N., sons of H. Linthicum, Accounting Department.
6. Robert P. Jr., and Mary Alice E., children of Robert P. Barnum Accounting Department

"The 20th Century Limited"



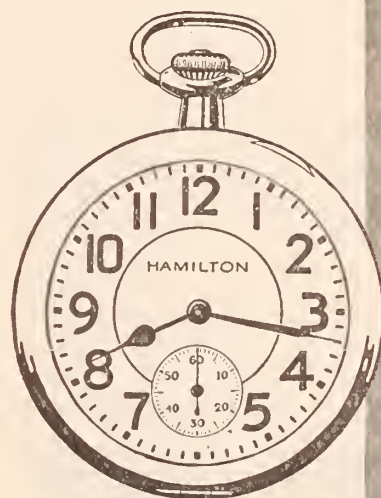
There's a Hamilton Watch in the Locomotive

Thomas Loftus, the engineer of the 20th Century Limited, carries a Hamilton Watch. There's no need of telling you why he carries it. You can get the same kind of a Hamilton Watch at your jeweler's, and have just as accurate time as Loftus has, for all Hamiltons are alike as far as high standards of timekeeping are concerned.

The Hamilton is carried by more railroad men than any other watch, because railroad men know the Hamilton can be depended

on, under all possible conditions, to give them accurate time.

Your jeweler will be glad to show you Hamilton Watches. He has them at prices beginning at \$22 (\$25 in Canada) for a movement alone, and running up by easy stages to \$200 for the Hamilton Masterpiece in an extra heavy 18k gold case. Every watch is guaranteed to give satisfaction. For time inspection service, the most popular watch on American railroads is the Hamilton No. 992 (16 size—21 jewels).



Write today for the Hamilton Watch Book—"The Timekeeper." It pictures and describes the various Hamilton models, with their prices. Also other interesting watch information that makes it especially valuable to railroad men.

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania

Hamilton Watch

"The Railroad Timekeeper of America"



Brakeman and Mrs. Stone, (centre) entertain Baltimore and Ohio folks at their dahlia gardens. Left to right: Engineer and Mrs. George W. Wendal, Washington Terminal, Miss E. Schleisner, Miss E. Timmerman and W. H. Tarr, superintendent's office, Baltimore, Dr. Hunter, Washington Terminal, and J. M. Strevig, Vice President's office. The children are Vera and Edward Wendal, Anna Hunter and Edward Phillips. In the picture on the left are: Mr. and Mrs. Stone, Mrs. J. D. Simmering, Hugh Phillips, Mrs. Phillips, Mrs. Strevig, Mrs. Tarr, Evelyn Wendal, Mrs. J. W. De Paschal, Cecelia Pierce

Engineer R. M. Bowman, West End, who served in the Canadian Army during the War, is in the receipt of the following for distinguished service:

"Canada"

DEPARTMENT OF MILITIA AND DEFENCE

OTTAWA, April 1, 1921.

From—

The Adjutant-General,
Canadian Militia.

To—

R. M. BOWMAN, Esq., M. M.,
1325 West Fayette Street,
Baltimore, Md., U. S. A.

Military Medal—

3032896—Pte. R. M. Bowman, M. M.

Sir—I have the honour by direction to enclose herewith Military Medal which His Majesty, The King, has been pleased to award you for bravery in the Field.

The Honourable, The Minister, desires me to extend his congratulations upon the honour thus conferred and the gallant action for which you were commended.

Please acknowledge receipt.

I have the honour to be,

Sir,

Your obedient servant,

(Signed) CLYDE S. SCOTT, Major.

For Lt.-Colonel,
Director of Records,
for Adjutant-General.

Mr. Bowman at the time of his enlistment was an assistant to the road foreman of engines on the West End. He first endeavored to enlist in the American Army, but was rejected. He was in the drives at Amiens, Arras and Cambay, where he distinguished himself and won the medal for bravery. In these drives, 90 per cent. of those engaged were killed and disabled but Mr. Bowman survived, receiving some shrapnel wounds. He was nine times in the first wave; it is remarkable that he came out with such few injuries. We would like very much to have reproduced the medal in these columns.

We regret to announce the death of Brakeman C. R. Schmidt on September 1. Mr. Schmidt has been in the service since July 14, 1909.

Miss Emma Schleisner and Miss May Schammel spent a week of their vacation in August on a trip up the St. Lawrence River. They took a number of photographs which we enjoyed seeing.

J. J. Swartzback, chief dispatcher, took in a trip to Montreal, Canada, during his vacation.

We are glad to have back with us File Clerk Harry Fox, who has been absent from his duties because of several month's sickness.

Business has picked up sufficiently on the East End to reestablish two freight crews; several of the furloughed brakemen also have been called back to duty.

Brakeman W. J. Krauch, East End, died on August 15 after several month's sickness.

The accompanying photograph is of the engineering force, Division Engineer's Office, West End, at Camden Station. They are T. H. Gorden, assistant engineer; Miss Esther E. Auld, clerk to assistant engineer; J. G. Collinson, transitman; W. A. Parker, rodman; and C. N. Byrn, chainman.

Brakeman and Mrs. W. H. Stone, whose home is in Gaithersburg, Md., have a dahlia farm that has attracted considerable attention. Each week end, while the dahlias were in bloom, found crowds of visitors from miles around. On Sunday, October 11, a party of Baltimore and Ohio folks spent the afternoon there, admiring the many handsome varieties of these flowers.

Mr. Stone makes quite a business of his dahlia raising, but he is glad to share his knowledge with his Baltimore and Ohio friends. As a proof of this, he has sent us a



Earl Jr., 10 months old son of assistant chief clerk E. L. Mallery

nice little article for the MAGAZINE which we expect to publish in an early spring issue. The accompanying pictures show Mr. and Mrs. Stone and a group of Baltimore and Ohio folks.

Brunswick

Correspondent R. L. MUCH, Conductor

Labor Day Celebration

The Labor Day celebration at Brunswick was a great success. After the parade, headed by Chief Marshall J. F. Kidwell, the Improved Order of Red Men, under the personal direction of "Big Chief" Amos Haller, the popular Baltimore and Ohio Engineer, and Chief Watts, gave the home folks a real Wild West Show.

A typical frontier scene was enacted. The main actors in this scene were Conductor R. L. Much, his wife, and Master Stanley Funk. After having their cabin destroyed they were taken before "Big Chief" Haller, by a roving band of "Red Skins." He ordered them tied to the stake. After the customary scalp dance, a battle royal ensued between the "Red Skins" and a rescuing band of "Cowboys" headed by Jim Eurey, in which the captives escaped.

Mr. Haller deserved great credit for the success of the show, which was witnessed by two thousand people.

A fine chicken supper was served in the evening by the ever willing ladies of Brunswick, who are anxious to secure for their town a fire truck, an appliance which they are so sorely in need of.

Brunswick is a growing town, built up by employes of the old "Billy O" and has one of the finest bands in the state under the leadership of Prof. Levi Lucas. A well organized company of "Rough Riders" is in progress under the direction of ex-service men and members of the Red Men, nearly all of whom are Baltimore and Ohio men.



Engineering force, Division Engineer's office, Camden Station



Brunswick Boys Give a Wild West Show

1. Engineer Haller, Mrs. R. L. Much, Conductor Much.
2. Some of the others who participated.
3. Fireman Ludy Barnes and Conductor Much. Ludy is in training for his anticipated fight with Frank "Whiskers" Kelly



"Dottie"
Household pet of Clerk I. B. Moriarty, Superintendent's Office

The accompanying picture is of Owen Moore, fuel clerk, Division Accountant's office, Camden Station, taken while Mr. Moore was on his vacation in July at Stony Creek, one of Baltimore's summer resorts.

Washington D. C. Freight Station

Correspondent, W. L. WHITING, Chief Clerk

We are once more approaching one of the busiest months in the year. Already the air is filled with the idea of big business, and our platforms are being well filled with both incoming and outgoing freight. The automobile platforms are also kept full of incoming "busses" of all sorts, shapes and sizes, from the high priced Locomobiles and Marmons to the latest product of the Ford factories. With Congress in full session again, and likely to stay here until the regular session opens in December, and the coming Limitation of Armament Convention, Washington, D. C. may well expect to be a busy city for some months to come. The railroads are doing their share of preparation for the influx of visitors. Coming, as they will, from all parts of the world, the good old Baltimore and Ohio will come in for its share of both passenger and freight traffic. It is up to us in the railroad service to be prepared for whatever may come our way. We have had our rest time; we must now think of our duty.

We recently received word by the "little bird" route, of the marriage of Frank M. Hanshumaker, one of J. K. Graham's boys.



"Owen" Moore never saw Mary Pickford but oh, how he likes the movies!

As we had Frank with us two or three years ago for so long a time, we feel that he is one of us. Our heartiest congratulations are extended to both himself and his bride, with our very best wishes for a long, happy life. Frank became a great favorite during the time he was here, and when he occasionally drops in to see us, he is always sure of a glad welcome.

About a year ago we reported the wedding of "Johnny" B. Everson, and Emma Shafer, both employes at this Station. Today it is a pleasure to add that the stork, in his wanderings over the city, dropped a great big bouncing boy down the chimney of their home. We congratulate them heartily, and wish them many "happy returns."

When we know of a good thing, especially in connection with the Baltimore and Ohio Railroad, it is our duty to push it along, no matter how many pushes it may have received before. The writer had occasion lately to go to New York City on Train No. 504, and while on the train took advantage of the Baltimore and Ohio Dining Car Service and enjoyed a "Special Baltimore and Ohio Lunch." Not only is the lunch sufficient to satisfy the hunger of the most starving "Wandering Willie" on the road; but the attention and service given to patrons by the steward and his corps of waiters is a most pleasing feature. Let me say that H. R. Mass, steward on the train, seems to make it his personal affair that everyone in the diner receives the most cordial attention; and well he succeeds in his task. It is a pleasure to meet such people, especially so when you know that they are your fellow employes, and are all working towards the good of the Baltimore and Ohio. Across the aisle from the writer there sat two gentlemen who were also loud in their praises of the service and everything in connection with it. They were not railroad men, either, but men who are in the habit of eating meals on railroad diners, and their comparisons of the various services they had encountered were very pleasing to a Baltimore and Ohio employee.

Your correspondent spent a couple of days in New England, visiting old friends in Bridgeport and West Haven, Conn.

Delivery clerk W. D. Kight is spending a few weeks on the Pacific Coast, and stopping over at various points of interest on the trip.

Miss Katherine Gerhardt spent a restful vacation around her home at Mt. Rainier, Md., and returned feeling better for her rest. Miss Gladys Beall enjoyed the mountain air and fine scenery at Pen-Mar; we who have visited that healthful spot know that she chose a delightful place.

Yard Delivery Clerk F. W. Harrison, took his family down the historic Potomac River to Norfolk, Newport News, Ocean View and other resorts overlooking the Atlantic Ocean.

Tallyman E. J. Quinn and his family spent a few days at the ever popular Niagara Falls. They returned with the usual inspiration.

Cumberland Division

Correspondents

E. C. DRAWBAUGH, Division Operator
R. G. ALLAMONG, Secretary, Y. M. C. A.
JOHN SELL, L. P. Clerk, Superintendent's Office

Martinsburg Shops

Correspondent, W. L. STEPHENS

Ernest Conrade Rockwell and Miss Viola Virginia Powell were recently married in

Please mention our magazine when writing advertisers

this city. The groom is an employe of the Baltimore and Ohio.



The sister and the little son of J. R. Simmons, Pier 12, Philadelphia

C. Vernon Kilmer, of the clerical force at Cumbo, and Miss Anna M. Kline were married in Winchester, Va. The young newlyweds returned to Martinsburg immediately after the ceremony and were given a wedding supper at the home of the groom. They took a wedding trip to Newport News, Portsmouth and Richmond.

Roger W. Wall, a Veteran Baltimore and Ohio conductor, died very suddenly at his home, 220 East Burke Street, of acute indigestion. Conductor Wall, while only 54 years old, had served the Baltimore and Ohio for 36 years. He died in active service having just come from his run on the Cumberland-Martinsburg local freight a few hours before his death. Mr. Wall was born in Piedmont, W. Va., but came to Martinsburg when a young man and spent the remainder of his life here. He is survived by a widow and seven children. The funeral services were held at the late home and were attended by a large number of

DIAMONDS

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We will send you—upon your simple request—your choice of diamond bargains—the greatest in America! Do not send a penny in advance. When the ring comes, examine it. You are the judge. If it is not, without exception, the greatest value you have ever seen, send it back—at our expense! If you decide to keep it, it is yours—for a few cents a day. You may order direct from this advertisement if you wish. Don't send a cent. You do not risk a penny.

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By our new charge-account plan, you may pay for your choice of hundreds of pieces of exquisite jewelry in sums so small that you would never think of saving them. You are also guaranteed 8 percent yearly dividend—and a 5 percent bonus may be earned.

Send for Bargain Book
Send your name and address today for our new 128 page book, showing hundreds of unmatched diamond bargains. Sent absolutely free. It explains the dividend offer and bonus plan. Write today to Dept. 8017

J. M. LYON & CO.

1 Maiden Lane, New York N.Y.



J. W. Imler recently left the service with the best wishes of his associates, and a beautiful watch, their gift

friends of the deceased. The pallbearers were fellow trainmen and division officials: Trainmaster E. C. Groves of Cumberland, Road Foreman of Engines C. H. Norris, B. Shipley, G. A. Martin, L. E. Whisner and W. Richard.

The session of the United Brethern Conference held recently at Dayton, Va., robbed the railroad men of this vicinity of a loyal and long time friend, by transferring Dr. W. F. Gruver from the First U. B. Church at Martinsburg to Harrisonburg, Va. During his 21 years pastorate at Martinsburg, Dr. Gruver won the respect and friendship of the Baltimore and Ohio men by his untiring efforts in their behalf and by being a "man among men." He always joined us in our festivities and was ever ready with sympathy, encouragement and service in the sadder moments of a railroad man's life. He has always been interested in our railroad and was ever ready to lend his influence and support in any movement put forward by the Baltimore and Ohio for the betterment of its men. Dr. Gruver was personally acquainted with all the Railroad men about Martinsburg, many of whom were his personal friends, and quite a number have been won to a Christian life by his prayers and teachings, some of these becoming prominent and influential members of his church. The transfer is decidedly unpopular with the Railroad boys, but they are big enough to acknowledge that "their loss is another's gain" and with the right hand of fellowship to bid the good Doctor, "God-speed," and wish him a long and successful career in his new field of endeavor.

Pittsburgh Division

Correspondents

E. N. FAIRGRIEVE, *Car Distributor*, Office of General Superintendent

ELMER H. STOLTZ, *Pittsburgh Freight Station*
Frank X. Jarvis

Frank X. Jarvis, an old and respected citizen of Kane, Pa., and for 25 years conductor on the Kane-Foxburg run, died at his home at 301 Haines Street, Kane. Mr. Jarvis had been ailing for several months, and in spite of the best medical attention, it had been impossible for him to fully regain his health.

Mr. Jarvis was born on April 21, 1867. During his railroad career he made many friends, who will be grieved to learn of his death, and the community of Kane will be lacking in one of its most worthy residents. Besides his wife and mother, the following children survive him: Mrs. O'Keen, Baldoa, Panama; Mary Jarvis, Pittsburgh; Aubrey, of Grafton, W. Va.; Harold, Lillian, Constance and Dolores, at home. There are also a number of sisters and brothers.

J. W. Imler, district baggage agent, Pittsburgh, recently resigned his position to accept service with the Milk Dealers'



Miss Theresa Gannon, stenographer to chief of Revision Bureau, Pittsburgh Freight Station

Association, Pittsburgh, in the capacity of General Manager. On April 15, the employees of the Station Master's Office and the Dining Car Department, to show the esteem in which they held Mr. Imler, presented him with a watch. The accompanying photograph shows Stationmaster Drake making the presentation speech, surrounded by an interesting group of listeners.

Allegheny

Saturday, July 30, closed the long and faithful career of John G. Voltz, 35 years in

the service. During that time he was off duty six days on an automobile trip to Washington, the only vacation he enjoyed during his long service. On this day the shopmen assembled in front of car men's building where a gold watch was presented Mr. Voltz, accompanied by a little talk by Car Foreman W. M. Snider. General Foreman H. J. Meinert then handed to Mr. Voltz a mailgram, expressing the good wishes and appreciation of the Company as follows:

"I wish to extend my hearty thanks to you for your hearty cooperation and 100 per cent. workmanship given to the Baltimore and Ohio Railroad during the past 35 years, three years of this time being under my general supervision; therefore I congratulate you, Mr. Voltz, on your faithful service record. We hope that the pension given you will be enjoyed by you for many days to come as it can be well said of you, 'Well done, thou good and faithful servant.'"

After all had been said and done, a Limousine was furnished Mr. Voltz and he was conveyed to his home.

Glenwood Shops

Correspondents

FRANK RUSH, *Shop clerk*

MARY A. BREEN, *stenographer to Master Mechanic*

J. J. Smith, formerly of Mt. Clare Shops, has been transferred to Glenwood as general foreman, vice J. L. Bowser, assigned to other duties. We wish both of them success in their new position.

Born to Work Checker and Mrs. J. P. Cassidy, a bouncing baby. We're waiting for smokes, "Joe."

Well, Gettle, how about the lumber business?

Miss Passmore has again returned to the office of Superintendent of Shops after taking position in Master Mechanic's Office some time ago.

P. W. Murphy has been in charge of the spring gang, Glenwood Back Shops. We wish him success in his new position.

Mr. McCabe, Notary Public, says that it is easier work being a notary than running a bolt machine. How about it, "Mac"?

Conrad Deabner entered our service at Glenwood as coppersmith, August 2, 1884. He was promoted to machinist on September 1, 1907, which position he held until several days ago when he was pensioned. While we miss his smiling face about the shops, we hope that he will enjoy himself during the rest of his life.

Superintendent Howe has just returned from his vacation and looks as though he enjoyed himself very much while away. We were all glad to see his smiling face back on the job again.



John G. Voltz (left center, front) also received a gold watch from his associates in Pittsburgh on the occasion of his recent retirement on pension



EFFICIENT STAFF OF STATIONMASTER W. A. MITCHELL, GRAFTON, W. VA.
Left to right: Floyd Stokes, porter; Fred Bailey, baggagemaster helper; John Ellington, baggage-master; Miss Merle Costello, platform cleaner

Monongah Division

Correspondents

C. B. BAKER, Grafton W. Va.

VERNON A. LYON, Assistant Ticket Agent,
Clarksburg, W. Va.

Every effort is being made on the Monongah Division to prevent any material being scrapped or thrown away until it has become entirely unfit for further use. In line with this policy, on August 29 the division engineer held what was probably the most unique staff meeting in the history of the division. All supervisors were notified to report at Grafton at 7.00 a. m. in "fatigue clothes." They were then taken to the Maintenance of Way reclamation yard, and spent the day assorting angle bars, bolts, spikes and other maintenance of way material, which had been loaded on the monthly supply train as scrap. The meeting resulted

not only in several pairs of blistered hands and an equal number of sore backs, but in the reclamation of several hundred dollars of worth of usable material, and forcibly impressed upon the minds of the supervisors the importance of properly sorting material at the scrap bins before loading on the supply train.

The Monongah Division is justly proud of her record during the first seven months of 1921 in the matter of casualties to persons. She ranks second among the divisions of the System, having made a reduction of 36 per cent. as compared with the figures for the same period of 1920.

The accompanying pictures are of the efficient staff of Stationmaster W. A. Mitchell. They are: Miss Merle Costello, platform cleaner; Floyd Stokes, station porter; John Ellington (right) and Fred Bailey (left), baggagemaster and helper.

The little student of nature in the accompanying picture is Frederick, the two year old son of Machinist I. A. Peters and nephew of Storeroom Foreman C. W.



Robert Richards Jones

Barnes. Judging by Frederick's earnest expression we, no doubt, see before us a future Burbank. His protector and body guard is "Billy," a member of the family of C. W. Barnes.



Frederick Peters, 2 years old

What do you think of this good natured little bread winner? He surely is a winner and the bread is there too. He is Robert Richard, son of Carpenter and Mrs. J. R. Jones, and grandson of Uncle John Wittman.



David R. Barrett



RECLAMATION DAY, CELEBRATED AT GRAFTON, W. VA., ON AUGUST 29
1. Assistant Division Engineer W. C. Pembroke posing for his photograph; General Foreman W. C. Parks in the background. 2. A "close up" of Supervisor C. Foltz. 3. Supervisor L. T. Wilfong explaining to Supervisor D. F. Ramsey the difference between scrap and repair angle bars. 4. Left to right: Assistant Division Engineer W. C. Pembroke, Supervisor R. E. Zepp, General Foreman E. C. Parks, Division Engineer A. H. Freygang. 5. A bit of track near Stewart, Parkersburg Branch, where new gravel ballast has recently been applied. 6. Motor car No. 537, a standard Fairbanks, Morse No. 40 rebuilt by division forces as an inspection car. Left to right: Division Accountant Barnes, Supervisor Zepp, Division Engineer Freygang, Signal Supervisor Lasswell, Assistant Division Engineer Pembroke. 7. Supervisor Wilfong and the others, before mentioned, assorting material. 8. A big day's work. 9. J. F. Shafferman, senior supervisor on the Division, reviewing the results of their labors. 10. Supervisor Wilfong "stepping off in a military manner"



CELEBRITIES OF THE CHARLESTON DIVISION

1. L. A. Tesky, the "Wirelessman" 2. Chief Clerk Houghton and Wreckmaster Shoemaker. 3. Conductor J. R. Cox. 4. Engineers S. L. Rodebaugh and P. W. Toms. 5. Chief Dispatcher Staples and Trick Dispatcher Baker

shop yard engineer. We can't say whether "Bob Dick" will become as famous a baseball catcher as his father, but we *know* that with those laughing eyes and that smile, he will be a *heart* catcher.

On the preceding page is a picture of David R. Barrett, a Veteran employe of Grafton. Mr. Barrett is considered an expert on the motive power of the Baltimore and Ohio.

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent*, Weston, W. Va.

Dear Folks:

Some of you have been jumping on your correspondent pretty hard for the past couple of months because you have not seen your names in the MAGAZINE. It's not his fault. You all realize the conditions which have existed on account of trouble in the printing trade, and it is for this reason that our good friend the editor has been compelled to draw a big blue pencil through all the notes we have sent him from here.

Did you know we had a "No-Accident Campaign" on the System? The final figures are not out yet, but we hope that the Charleston Division has shown up in first place, as it has done in all other campaigns of a similar nature. Our total damages through accidents during the 30 day period amounted to slightly less than \$400.00, as compared with an average of some \$1,800.00 per month for the first six months of the year. While the actual campaign is over, the necessity for avoiding accidents is NOT, and we hope that every 30 days to come will continue to be a "No-Accident" Campaign" month, with the result that accidents will be unknown on this division. Every \$100 we save from this cause, as the general manager says, means \$100 in the treasury for some constructive work, or in other words means \$100 saved to pay in wages and give some fellow a job. THINK ABOUT IT, read the figures again and see what they really mean.

I hear that Trix McDermott had quite a nice vacation. She went to Philadelphia, and judging from appearances, we guess she

spent most of her time in Gimbel's and Wanamaker's. Viola Hickman spent her holiday in Atlantic City. Ask her to tell you how much a day it costs at the Traymore. We told you about Mrs. Schide having to go to the hospital at Clarksburg; well, we are glad she is able to be back home now, and is getting along very nicely.

Do you know that a foreign car costs our Company \$1.00 per day every day it's on our line? It does not take many days at this rate for half a dozen cars to pay a man's salary. Get after the foreign cars, and drive them off our line quick. It all helps to keep some one at work.

Our old friend "Bill" Severns and his wife left on a vacation trip the other day. First time "Bill" has had a vacation in history. We doubt if he will know how to behave himself, and expect he will spend all his salary in long distance telephoning to find out if the office is still standing in the same old place. We recommend to his wife that she take him beyond the reach of 'phones, telegraph wires, etc.

The FUEL bill on the Charleston Division alone last year amounted to \$450,870.00. Twelve cents out of every dollar the Company makes goes into fuel. If we can make this ten cents, it would be SOME saving. Will you do your share?

The advance August MAGAZINE just came in, and on the inside of the cover we note a little item submitted by Inspector Thompson of the Telegraph Department. This reminds us that a few days ago, we had the pleasure of a visit from Mr. Thompson and Mr. Allman. They brought along with them our old friend, W. C. Donnelly, who was carrying with him several clocks and watches. Their trip must have been an interesting one. Mr. Donnelly had three breakfasts, while friend Thompson spent a good portion of his time on the Charleston Division gettin a hair cut. Mr. Allman was apparently the caretaker of the party. After several warnings as to future conduct from us, he finally shepherded his bunch safely back to their own feeding ground.

The THINK AND ACT drive to prevent claims and reduce the waste from this

source is in full swing. We are getting results. Last year the payments from this source alone amounted to about \$4,000,000. SOME money! It didn't do any of us any good, and if we could save some of it, it would mean more money to pay wages and keep men at work. LET'S DO IT. WE CAN.

Dovie Justice has left us for a month. She said she was going to Baltimore and HALO for her vacation. No one has seen or heard of her since she left, but we hope for the best. The chief of police of Baltimore was notified by her friends to be on the lookout and see that she did not get into trouble. Having never seen a town much bigger than Burnsville, we are somewhat anxious.

"Superintendent's office, Schide speaking." Do you know of anything more important than courtesy? Ask W. H. S. He will give you a few lessons in how to do it RIGHT. "'Tis the voice with the smile that wins."

"Pick" and his family spent their vacation down on the farm on the Ohio River. "Pick" dug potatoes and stole apples. Ask him!

John Staples is going away pretty soon for his annual rest. We understand John has decided not to take in Canada this year, but will rusticate in Virginia, best state in the Union. By the way, Major Brooke just returned from a visit to his home in the same state.

What are you doing for Safety? Something every day, we hope. The Charleston Division committee is very much on the job. At the last meeting our friends Fleda Feagans and Bernice Borneman completed their terms, and were replaced by Margaret Patton and Madge Hinzman; that reminds us that Madge is on her vacation just now. We miss her smiling "voice" on the telephone, when we have to call up the shops, but we hope she won't get lost up the Pickens Branch as she did last year. In passing, we might add that the attraction between the Maintenance of Way and the shop is still as great as ever.

McOsker's feeling pretty good after a couple of weeks fishing on the banks of the Wabash, somewhere up near Seymour, Ind.

C. J. Fellows dropped in to see us yesterday. He is always a welcome visitor. When he left he took away several foreign box cars in his pocket and thereby saved the Charleston Division several dollars per diem charges. Come again, boss!

Now, my good friends, the editor has limited me to four pages and I am getting



Car Distributor C. W. Dixon, doing some heavy thinking for the good of the Charleston Division

down near the bottom of the fourth. I will write again shortly. Meantime, THINK ABOUT some of the little items mentioned in my letter, and see what you can do to help the cause along. Be courteous, be optimistic, and above all be SAFE.

Give my regards to all the folks, and let me hear from you often. News from various points on the division is always appreciated, but for one who sticks in Weston it is sometimes hard to get.

Yours sincerely,
The Correspondent.

In our "Art Gallery" this month, note our wireless man. L. A. Tesky, well known for his "Alibis that he has no wire to Gas-saway." Then Conductor J. R. Cox, "Fisherman Jimmie," who has been in the service many years, is well known to the travelling public and is a general favorite. Next the two heavyweights: Engineers S. L. Rodebaugh, and P. W. Toms, both of them old timers and real engineers, with excellent records for good service. Can you guess the combined weight? It is stated, although we do not of course vouch for the truth of the statement, that when they get pulling a double header the dispatcher has to figure on one car less on the train because of excess tonnage.

Chief Dispatcher John T. Staples and Trick Dispatcher C. M. Baker, who are shown strolling down a shady lane need no introduction, and anything good we can say about them would be superfluous.

Chief Clerk Houghton, Freight Office, Weston, and Wreckmaster R. D. Shoemaker are also well known figures in Weston everyday life. The worst we wish R. D. is that he may earn his salary without having to turn a wheel with his train.

It is our desire to show you every month one of the division officers. This time without his knowledge we have secured Charles W. Dixon, car distributor. He is popular with all the operators on the Division, but perhaps not quite so popular when his car supply is down to 10 per cent. and he tries to figure by closing his eyes and making a blind stab, as to which of 8 or 10 mines he will give his only coaler to.

Mr. Dixon has seen long service with the Baltimore and Ohio. He declines to say when he was born or where, undoubtedly through a natural sense of modesty. He first entered the service as a messenger in Newark in 1902, serving as clerk, helper, yardmaster, assistant trainmaster, night yardmaster, and in 1916 was appointed general yardmaster at Holloway. In 1918 he left the service temporarily, returning to us as car distributor, Charleston Division, in 1919. This post he fills to the entire satisfaction of his superiors and the public. Of a naturally sunny disposition, diplomatic by nature, and with a kindly manner, with all a thoroughly loyal Railroad man, "Charlie" Dixon has many friends and is highly respected.

Wheeling Division

Benwood Shop

Correspondent, ANGELA JUNE APPLIGATE

John H. Zimmerman—Veteran Operator

John H. Zimmerman, veteran telegraph operator, Wheeling Division, was born July 22, 1855. He entered the service of the Baltimore and Ohio on May 8, 1871, when less than sixteen years old, as messenger in the Chief Dispatcher's office at Grafton, W. Va., at that time supervised by the late A. T. Cline. While discharging his duties as messenger he learned telegraphy and during the year 1872 was assigned to position of operator at Colfax, W. Va. He re-

mained at this station until the year 1880, when he was promoted to the telegraph office at Tunnelton, W. Va.; five years later he received another promotion, and was transferred to Cameron, W. Va., which position he still retains, with pleasure to himself and co-employees and satisfaction to the Company.

His one ambition in life was to complete fifty years in the service of the Railroad. During his fifty years, Mr. Zimmerman has never had a mark placed against his record, and at the youthful age of sixty-five, remains hale and hearty and anxious to continue in the harness; he has seen many changes take place. Many of the old timers

have passed away to the great beyond while others have left the service for parts unknown. But he has stood the storms of many winters and the sunshine of many summers.

Mr. Zimmerman has the best wishes of his officers and fellow-employees for continued good health, enabling enjoyment of pleasure for many years to come, not only for his own personal satisfaction but so that a record so clear and desirable may ever be before the rest of us as an indication that through the help of God, a man can do his duty, remain healthy, clean and well thought of by obedience to the rules and strict attention to business

From Nine Dollars a Week To Part Owner of a Business

The life-story of a man who wouldn't stay down. How Purwin got out of the rut and made good in a big way.

By Robert G. Hill

TO every young man who says that he "never had a chance" or that "Fate is against him," I want to relate the story of Klemens Purwin—"the man who wouldn't stay down."

Nine years ago his time card read K. Purwin—laborer—\$1.50 a day.

Today his business card reads—Klemens Purwin, Consulting Engineer, The Stoney Foundry Engineering and Equipment Co., East 66th and Hubbard Ave., Cleveland.

And he is part owner of this concern, as well!

MR. PURWIN's first job was as a laborer with the American Steel and Wire Company. His second was in a tinner's shop in Chicago. His third was as a pipe fitter with the Illinois Central Railroad. His fourth was with the Pennsylvania Railroad.

Mr. Purwin—or K. Purwin, as he was known in those days—was drifting. He was \$800 in debt when he got his next job—this time with the Erie Railroad.

He told me the other day that when he got his first pay envelope from this company he sat down in the corner of the shop and did a heap of thinking.

"Am I always going to work for such a small salary?" he asked himself. "Other men are getting ahead—why not I?"

The more he thought about it, the more he realized that the difference was simply this—they had trained themselves to do some one thing better than anyone else. And he—K. Purwin—was just one of hundreds of thousands of unskilled workers who are never sure of their jobs and who are always the first to go when business slacks up.

THAT night, K. Purwin made the decision that was to change his whole life. Reading through a magazine he came across an advertisement of the International Correspondence Schools at Scranton. It told how the Schools had helped thousands of men to increase their salary and to make themselves indispensable in business. How the Schools come to a man in his home, and how they train him in the spare time that is ordinarily wasted! How any man—no matter what his means or circumstances or education, can go forward through the help of I. C. S.

That night K. Purwin tore out that familiar coupon, marked it and sent it to Scranton.

Every lesson helped him with his work and in three months he secured a job as a machinist with the Ferro Machine and Foundry Company of Cleveland. After a few months he was made assistant foreman—then foreman. Then one day he said good-bye to his overalls and went into the drafting room.

Advancement followed advancement.

Please mention our magazine when writing advertisers



KLEMENS PURWIN

And today, as I have already said, K. Purwin, who was once a laborer at nine dollars a week, is not only Consulting Engineer for The Stoney Foundry Engineering and Equipment Company, but part owner as well!

IT is up to you, my friend, it is up to you. If you really want Success, you can have it. Not by simply wishing for it, but by studying in the spare time that now goes to waste.

No matter where you live, the I. C. S. will come to you. No matter what your handicaps or how small your means, we have a plan to meet your circumstances. No matter how limited your previous education, the simply-written, wonderfully-illustrated I. C. S. textbooks make it easy to learn. No matter what career you may choose, some one of the 300 I. C. S. Courses will surely suit your needs.

When everything has been made easy for you—when one hour a day spent with the I. C. S., in the quiet of your own home, will bring you a bigger income, more comforts, more pleasures, all that success means—can you afford to let another single priceless hour of spare time go to waste?

This is all we ask: Without cost, without obligating yourself in any way, put it up to us to prove how we can help you. Just mark and mail this coupon. Today is best.

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 8502-B

SCRANTON, PA.

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

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| <input type="checkbox"/> TRAVELING ENGINEER | <input type="checkbox"/> TRAFFIC MANAGER |
| <input type="checkbox"/> TRAVELING FIREMAN | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> AIR BRAKE INSPECTOR | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> AIR BRAKE REPAIRMAN | <input type="checkbox"/> R. R. Gen'l Office Acct'g |
| <input type="checkbox"/> ROUND HOUSE FOREMAN | <input type="checkbox"/> HIGHER ACCOUNTING |
| <input type="checkbox"/> TRAINMEN AND CARMEN | <input type="checkbox"/> BUSINESS MANAGEMENT |
| <input type="checkbox"/> RAILWAY CONDUCTOR | <input type="checkbox"/> PRIVATE SECRETARY |
| <input type="checkbox"/> MECHANICAL ENGINEER | <input type="checkbox"/> BUSINESS CORRESPONDENT |
| <input type="checkbox"/> MECHANICAL DRAFTSMAN | <input type="checkbox"/> STENOGRAPHER AND TYPIST |
| <input type="checkbox"/> MACHINE SHOP PRACTICE | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> TOOLMAKER | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> BOILER MAKER OR DESIGNER | <input type="checkbox"/> RAILWAY MAIL CLERK |
| <input type="checkbox"/> GAS ENGINE OPERATING | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> ELECTRICAL ENGINEER |
| <input type="checkbox"/> SURVEYING AND MAPPING | <input type="checkbox"/> ELECTRICIAN |
| <input type="checkbox"/> R. R. CONSTRUCTING | <input type="checkbox"/> ELECTRIC WIRING |
| <input type="checkbox"/> BRIDGE ENGINEER | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> TELEGRAPH ENGINEER |
| <input type="checkbox"/> ARCHITECTURAL DRAFTSMAN | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> SHIP DRAFTSMAN | <input type="checkbox"/> MINE FOREMAN OR ENG'R |
| <input type="checkbox"/> CONTRACTOR AND BUILDER | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> STRUCTURAL ENGINEER | <input type="checkbox"/> AUTOMOBILES |
| <input type="checkbox"/> CONCRETE BUILDER | <input type="checkbox"/> Good English |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> AGRICULTURE |
| | <input type="checkbox"/> Poultry Raising |
| | <input type="checkbox"/> Spanish |
| | <input type="checkbox"/> Math'cs |
| | <input type="checkbox"/> Banking |

Name _____ Employed _____ 7-1-21

Present Occupation _____ by _____

Street _____

and No. _____

City _____ State _____

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada



Foreman Chaplin and his bridge gang

The accompanying picture is of bridge gang in charge of Foreman J. W. Chaplin renewing ties on the east end of Bridge 100, which crosses the Ohio River between Benwood and Bellaire. This is a single track structure, consisting of fifteen spans and is approximately three-quarters of a mile long.

Quite a record was established by Foreman Chaplin and his gang in the renewal of these ties. You will note from the picture that they are considerably larger than the ordinary bridge tie, measuring 8" x 14" x 15'. With the use of the hand derrick shown, it is possible for the gang, consisting of eleven men and the foreman, to renew the ties in half the time it would have taken without it. Being a single track bridge connecting up on both ends with double track, also makes traffic congested at this point, and it was with these difficulties confronting them that the record of fifty ties per day was established by this gang and without delaying a single train during the whole job.

The wedding of Rodman C. E. Kindelberger, Division Engineer's Corps, and Miss Catherine May, of Wheeling, took place last June. Congratulations, "Ed."

"Everything comes to those who wait." This saying again proved it's truth when our friend G. R. Fitzgerald, chief clerk to the superintendent, and better known as "Fitz," became the proud owner of a Hupmobile touring car. We are all waiting for him to fulfill his promise, which we hope will be before the tires go bad.

Machinist Helper Lawrence has taken unto himself a wife in the person of Miss Marie Frazier, of Shadyside, Ohio. We all join in extending them good wishes. It is also rumored that Victor Haythorn and Miss Sarah Strong are to be married October 15, but we shall tell you more about this later.

Who was it that took the watermelon for a ride on the speeder up and down No. 16 track at Holloway?

Miss Della Calvert, former file clerk, Master Mechanic's office, recently underwent a serious operation at the Renold's Memorial Hospital at Glendale. We are glad to report that she is much improved at this writing.

Edward Kuhn, formerly of the General Superintendent's office at Wheeling, has returned after being away since February. He has accepted a position in the Division Freight Agent's office at Wheeling. Glad to see you back again, Eddy!

F. C. Moran, formerly of Parkersburg, has "bumped" W. L. Cockrell, chief train dispatcher, Wheeling, since the consolidation of the Ohio River and Wheeling Divisions, at which time this position at Parkersburg was abolished. Mr. Cockrell is now working as second trick chief.

Outside of this one position, the old Wheeling Division staff has remained unchanged.

Western Lines

Cincinnati Terminals

Correspondent, JOSEPH BEEL, Chief Clerk to Superintendent of Terminals

Little mention has heretofore been made of our Stock Yards. In former years this terminal in Cincinnati has been looked upon as a mere junction point or turn around point for the Ohio Division, Newark Division, and Indiana Division freight power; however, since the place has been under the supervision of General Foreman Frank L. Hall, great progress has been made along the mechanical end of the work in putting and keeping the power turned in at that terminal in A-1 condition.

While Stock Yards is not equipped with all the machinery necessary for Classified

Repair work, they have turned out three or four engines already this year. We especially refer to engine 5017, a passenger engine, running between Washington and Cincinnati. This engine was turned over to Stock Yards for a general overhauling, and was turned out of this shop with a movement equal to that of the best standard railroad watch. The engine was given the "once over" by Boilermaker C. W. Yates, Machinist R. Swartz, and Mr. Hess, who made the trip from Cincinnati to Washington, Ind., a distance of 170 miles. It returned the following day with Engineer Black without being broken in prior to initial trip. Much credit must also be given to machinists C. O. Connors and W. Trefz, and machinist apprentice J. W. Schmidt.

While we have made mention of a few of our craftsmen at Stock Yards, we wish it understood that all had a hand in the work on this engine; however, the results obtained were particularly creditable to the supervision of General Foreman Hall and his assistant, F. W. Van Cleave.

The mechanical force at Stock Yards is EFFICIENT in all that the word implies and the motto at Stock Yards is "EFFICIENCY." If you want something done and are up against it, just turn it over to Stock Yards Shops; they will show you how things are made right. There is nothing too deep for them and they are glad to get hold of classified repair work, so you need not feel that you are imposing upon that station by "dumping" work on them.

The accompanying picture is the country home of Agent and Mrs. H. B. Kemper, at North College Hill, Ohio.

Our genial foreman, George Poppe, is the proud owner of a new Ford sedan. We would advise George to be a little careful about taking his whole family out at one time, as there is a limit to what weight a Ford can bear.

Round House Foreman Charles Arnold is a dead ringer for the Duke of Dazzle-berry as he rolls in each morning in his big bus; checkered cap, cigarette, 'n everything.

"Tom" Doty, "best man in the United States," according to his own opinion, is back after a brief attack of gout.

John Burns, "moon-light master mechanic," is deeply grieved over the poor showing of the Reds; 'tis said that he has not missed a game this year on the home grounds. "Enough to make a man bust out crying," says John.



Home of Jasper Sayre, baggage agent, Clarksburg, W. Va., purchased through the Relief Department



Switchman Fred Wolfe

The home of Stanley Phillips ("Red") was gladdened by a visit from the old stork this past month.

"Joe" Durkin claims to have an ancient razor, 150 years old or better, but where "Joe" stays when he is shaved is a mystery; his whiskers are always the same length.

No, Alfred Heath isn't growing. He is too old for that. Those short overalls belonged originally to his kid brother-in-law; all in the family, you know.

There is some suspicion that "Johnny" Zureick borrowed Charles Everly's clothes when he went on his vacation, but we hardly believe it—we think he rented them from Everly.

Hostler Charles Listerman ("Aunt Eppie") returned from a fishing trip with some queer smelling tales. But Fred Nolte rises to remark that "once a fisherman—always a liar" and Fred ought to know, he having been around the Big Miami camps quite a bit this summer.

One of our good-looking mechanics, Henry Frustorfer, has at last embarked upon the sea of matrimony. Cupid hasn't been doing much business at Ivorydale shops lately but maybe business is picking up. Good luck, Henry.

W. E. Moran, electrician foreman, Ivorydale, has moved his entire family to Cincinnati. Glad you are with us, William.

After several months illness we are glad to see our general foreman back on the job and looking so well.

Beware!!! Cupid has hurled another victim on the raft of matrimony. Good luck, Blanche. May the raft never sink!

The accompanying picture is that of Fred Wolf, the popular switchman at Storrs Battlefield.



Home of Mr. and Mrs. Howard Kemper, North College Hill, Cincinnati

More things we would like to see
 Sir Sidney J. Dresback without his umbrella.
 Billy Morin without his over-shoes.
 O'Brien getting next to himself.
 Maloney checking a correct rate.
 O'Donnell catching a rat.
 Daly in a good humor.
 "Billy" Moss doing some work.
 Mr. Hein, Jr.
 The Baltimore and Ohio operators.
 Grogan with a new line.
 Garner with a shave.
 Eddie McGinnes doing smokestack duty.
 "Jack," (ask R. A. G.).
 Richter buying the candy.
 And most of all, MORE BUSINESS!

New Castle Division

Correspondent, J. A. JACKSON

Carl Sewald, night boiler foreman, and Miss Hazel Conley, M. P. timekeeper, New Castle Junction, were married on Tuesday, August 16, in St. Mary's Church, the Rev. F. F. O'Shea officiating. A honeymoon trip on the great lakes will be followed by the happy couple taking up their residence in a newly furnished home on Fairmont Avenue. A host of friends are extending Mr. and Mrs. Sewald their best wishes for much happiness.

Conductor W. C. Shanafelt is wearing the big broad smile and passing around the El-Verso's. "Bill" says he is the happiest man in New Castle and his numerous friends are offering congratulations on a ten pound baby girl that arrived on September 11.

Brakemen and Mrs. Guynn were also paid a visit by the stork, during his stay in New Castle. The eight pound girl has been named Dorothy Corrine. Congratulations from his host of friends are being given in exchange for the "Best Smokes in Town" which L. C. manages to pass around between smiles.



Send No Money

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. Guaranteed to pass inspection on any railroad.

After Trial a Few Cents a Day

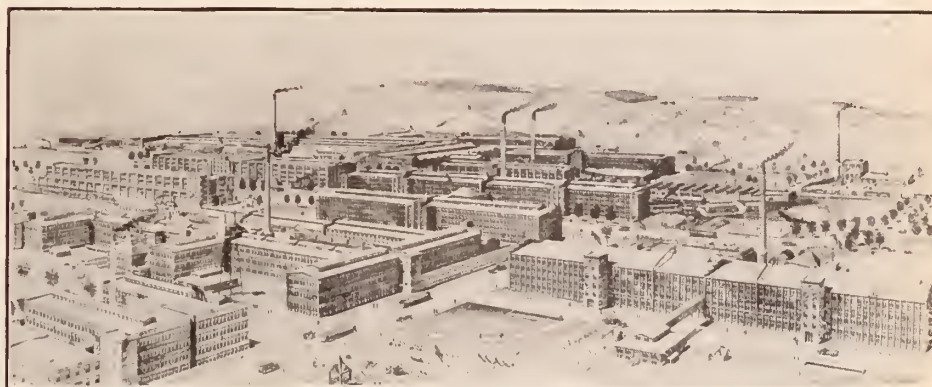
The watch comes express prepaid to your home. Examine it first. Only if pleased send \$5.75 as first payment. Wear the watch. If after 10 days you decide to return it we refund deposit immediately. If you buy, send only \$5.75 a month until \$27.50 is paid.

ORDER TODAY Just send us your name and address. No red tape. Just say, "Send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

Our 128-page catalog, No. 4017 shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

J.M. LYON & Co. { Dept. } 1 Maiden Lane
 { 4017 } New York City

E. J. Raidy, chief clerk to the trainmaster, New Castle Junction, spent an enjoyable vacation at his old home in Fort Wayne, Ind. While away, Ed. managed to take in several of the ball games in the Hoosier State; now he is a strong booster for the great American pastime.



Birdseye View of Endicott Johnson Plants

13,000 WORKERS EMPLOYED

DAILY OUTPUT:

15,600 sides of leather tanned daily

94,800 pairs of shoes manufactured daily

2,715 miles of thread and 101-2 tons tacks and nails used daily

ENDICOTT-JOHNSON

"Better Shoes for Less Money"

ENDICOTT, N. Y.

For Sale by

JOHNSON CITY, N. Y.

Over 50,000 Retail Shoe Dealers



"Bobbie", age 5, and "Billie" age 2, children of R. R. McWilliams, assistant chief clerk to superintendent



J. C. Glenn and P. J. Eilbeck

chief clerk to the superintendent, in their latest model King Two.

Here also are J. C. Glenn and P. I. Eilbeck, two of the fastest basket ball players in Lawrence County, and who will be in the line-up of the Baltimore and Ohio team in the City League, which will open the season the latter part of December.

The accompanying picture of the New Castle Division Police Department, taken at the Youngstown, Ohio, Passenger Station, shows Captain T. L. Johnson and the members of his force. They are wearing their new uniforms, which were recently purchased—to be worn only on special occasions. Captain Johnson has been making an enviable record for his department. The members of his force are proving a terror to car robbers, with the result that thieving of freight cars has been reduced to a minimum.

When you hear of any of your friends going to use the Railroad, don't be afraid to ask them to use the best, the Baltimore and Ohio. You will have no apologies to offer, and they will thank you for the pleasant journey and courteous treatment made possible by your suggestion.

Our baby in the picture is little Miss Helen Marie Urmson, eight months old daughter of Pilot Engineer and Mrs. "Jack" Urmson, New Castle.



Helen Marie Urmson

Newark Division

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio

A. D. LIST, Newark, (Ohio) Shops

Division Office, Newark

"Pat" Hunt (more commonly known as "Spider") and our little C. T. timekeeper, Orie Reel, recently returned from a fishing trip to Owens Lake. According to their reports, there should still be some good fishing in this lake. At least, they didn't bring any back with them.

Stenographer Budd, Division Accountant's office, has been endeavoring to fit up a new home. (We hope to be in position to announce the name of the lucky young lady in a later issue.) His troubles seem to be starting early, as we hear that he recently made a trip to a city in the southern part of the state to buy some household furnishings from an uncle supposed to be in the furniture business, but found that he was operating an undertaking establishment instead. Budd is commencing to see a new meaning in the slogan "Trade at Home."

Car Distributor David Gettings, accompanied by Mrs. Gettings, reports an enjoyable vacation trip through the West. Denver, Colorado Springs, Pikes Peak, the Royal Gorge, etc.



New Castle Division Police Department. Fourteen to one, they're jolly good fellows. Left to right: Patrolmen S. C. Carnes, M. J. Teeter, E. L. Fox, C. F. Schock, H. C. Harper, R. O. Wright, S. R. Powell, L. U. Reed, O. P. Miller, L. Blakely, M. Kinnaman, W. E. Price, Lieut. K. F. Wright, Miss Irene Lettau, stenographer, Capt. T. L. Johnson



L. J. Savey, W. H. Dowden, O. C. Reel

Here are three hard-working and good-looking members of the C. T. timekeeping force, Division Accountants' Office, Newark. "Cap" O. C. Reel, C. T. timekeeper; "Doc" L. J. Savey, assistant timekeeper; "Bill" W. H. Dowden, time clerk.

Ralph Cook, formerly of the Stores Department, Newark, has accepted the position of fuel clerk, Division Accountant's office, vice M. F. Floyd, promoted to motive power timekeeper.

G. L. (Mac) McDonald had a rippin' good time on his vacation. He took in various county fairs, chicken shows, and finally wound up at the races at Covington, Ky.

Champion indoor fisherman Howard I. Holmes, after sojourning three weeks in the wild and wooly West, returned to our midst brown as a berry, and with the aid of photographs and affidavits, blue prints and other data, has indicated to us what might have been some wonderful experiences. After all, old Licking is good enough fishing for us, and we are wondering why Howard goes so far from home.

We confess that we are a little in the dark, but one of the dispatching force was heard to remark the other day that "Ananias must have been pretty proficient in his line in the early days; however it would be interesting to observe what expressions might cross his visage if this old fellow perchance might drop in the Dispatcher's office long enough to hear one or two of the tales now and then related about the hill climbing proclivities and speed violating qualities of some of those Detroit made automobiles.

It was rumored that some legal representation was in Zanesville recently planning to institute proceedings against one H. H. Supplee, for infringement on Douglass Fairbanks' stock in trade, in connection with the former's getaway from Dillon Tower a

short time ago. High diving and other reckless antics seem to be second nature for both of these gentlemen.

The accompanying picture is of Train Baggage Man Joseph M. Workman, and Passenger Conductor William Lamb. Both of these young men are camera-shy, and we consider ourselves fortunate in getting the picture.

The accompanying photograph shows Yard Clerk "Clay" Horn, and his new motorcycle. Clay says this machine has made several records for speed (which unfortunately were not officially recorded).

Zanesville Freight Station

Cash Clerk E. A. Van Sant has recently become the owner of a new shot gun, and, take notice from us squirrels are going to be scarce in this vicinity henceforth.

Freight Agent E. C. Doudna spent his vacation on the Great Lakes, enjoying part of the time on his fruit farm.

Our congenial yardmaster, C. B. Powers, better known as "Handsome Charlie," has given up the movie business. Our informant tells us he may be seen on the real stage in the near future in a leading role in "Fads and Fancies."

Columbus Freight Station

It has been the custom for the past ten years for the employees of the local freight office to have an annual picnic. On a recent evening they all assembled at the Union Station and a coach load of them were transported to Grove City, where they were delightfully entertained at the beautiful home of Mr. Burgette, in charge of the Columbus Freight Station Claim Department. The picnic this year served a two-fold purpose, in that it furnished the annual outing of the Columbus force, and also celebrated the birthday of the hostess, Mrs. Burgette.

Everyone who attended will vouch for having had a splendid time. The "cats" started with wienerwersts and finally wound up with ice cream. A plentiful supply of everything was available to satisfy the most appalling appetites. The crowd then enjoyed some vocal recreation, singing all the songs they knew, and some they didn't know.

The return trip was made by autos, and enroute back to old Columbus town, they serenaded the country folk.

It was a very successful and enjoyable occasion all around, and the committee in charge are to be congratulated.

Cleveland Division

Correspondents

- A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio
 E. L. MILLER, *Chief Clerk to Division Freight Agent*, Akron, Ohio
 H. B. SMITH, *Supervising Agent*, Cleveland, Ohio
 W. E. BRUGH, *Clerk to Trainmaster*, Massillon, Ohio

The boys at the Passenger Station at Cleveland now have a new hobby, pitching horse shoes. Some exciting noon hours are passed away by interesting match games.

Have you seen our porter, "Frank?" You can't miss the red cap.

We Can All Do This If We Try

On September 13 two passengers on train No. 59, who had come from Fairport, made inquiry of Conductor J. C. Hahn in charge of that train in regard to connections at



Clay Horn, yard clerk, Newark, O.

Massillon for Chicago via another line. Although they were experiencing delay on account of engine trouble, Conductor Hahn persuaded these two passengers to take train No. 9 from Warwick and arranged through the Dispatcher to have No. 9 stop at Warwick.

We understand they have just caged another at the Cleveland Freight House, Mrs. J. D. Fahy is now working in the Cashier's office.

Agent G. R. Littell at Cleveland, Ohio, is surely making things move. One of his successes is the manner in which he conducts his staff meetings and the interest shown by the employees at these meetings.

Send No Money



\$ 3.00

Your Emblem
Your Name
and address

Made in U. S. A.

Not one cent in advance for this combination 7-Window Pass Case, Card Case and Bill Fold

Will show 7 regular size passes, identification cards, and photos, each under a separate transparent celluloid face protecting it from dirt and wear. Also has gusseted pockets for smaller cards and roomy hillfold pocket in back. Railroad men tell me it is the handiest thing they ever saw. Over 20,000 of them now being carried.

Your name and address (3 lines) and your emblem or insignia (order, brotherhood, lodge—I have them all) engraved in 23K gold absolutely free. This work alone is worth \$1.50 of anybody's money.

Case is beautifully made of fine black seal grain genuine leather. Strongly sewed, neat and convenient. Size, 3 1/2 x 4 1/2 inches closed.

Don't send me a single penny in advance. Just send your name and address on the coupon below with the emblem or insignia you want. I will send you this wonderful pass case at once, and when the postman delivers it to you, when you actually have the goods, pay him only \$3.00 and postage. I positively guarantee that if you don't think this is the best buy you ever made, you may return it and I will refund your money immediately. I have been in this business for over 10 years.

You take no risk! Send the coupon TODAY!

Olaf Halvorsen, The Pass Case Man
 Dept. C4017 Masonic Temple, Chicago

You may send me your genuine leather 7-Window Pass Case with my name, city, state and emblem engraved in 23K gold. I will pay the postman only \$3.00 and postage when he delivers it. If I am not entirely satisfied with the case, I will return it and you will refund my money at once. I take no risk.

Emblem
 Name
 Address
 City State

Be sure to print name, etc. clearly



Train baggage man Joseph M. Workman, and conductor William Lamb

Please mention our magazine when writing advertisers



Never fear! their wives are along, and you can't believe in signs

There have been a lot of short walks these days since the sign "Smoking Strictly Prohibited" has been placed throughout the Passenger Depot at Cleveland.

Not mentioning any names, but, some people love to dance and others dance to love.

At a recent staff meeting, held at the Winton Hotel in Cleveland, Agent A. Robinette of New Philadelphia, had some difficulty in getting his peas eaten. The peas were served in small paper cups, and they looked so natural that Mr. Robinette ate the peas, paper and all. We hope you will not embarrass us again like that, "Bige."

Second Trick Operator C. E. Wood, Beach City, while up after the mail at that point, met a man who had been on a visit at Beach City and was on his way to a certain depot to get a train to Cleveland, thence to Ashtabula. Mr. Wood explained to this man that by going via the Baltimore and Ohio he would get to Cleveland about 45 minutes earlier and the fare would be about 20 cents less. Mr. Wood "got him." Keep up the good work, Mr. Wood! We need the business.

Dover

In the accompanying picture we find, left to right: Conductor E. C. Pratt, Engineer "Shotgun" E. J. Baker, Pennsylvania Engineer, "Pop" Stottlemeyer, and Engineer J. J. Crouch. They were all out at Hot Springs, Ark., for their health.



Conductor A. Richardson and Brakeman J. W. Nash

If there are any employees on our division between Massillon and Holloway who are unable to get copies of the MAGAZINE, they should report this to the Trainmaster's Office at Massillon. The MAGAZINES that are distributed between Massillon and Holloway are all sent to Trainmaster's Office, Massillon, and then are sent out to all departments between Massillon and Holloway. They are sent to the official at the head of each department respectively. As the MAGAZINES are distributed, the employee signs his name on receipt of the MAGAZINE. In doing this, it is known just who is getting the MAGAZINES, and none is left lying around. The receipts are then returned to the correspondent at Massillon for his file.

Conductor W. F. Stapleton spent his vacation in Canada. Canada and Cuba seem to be the principal points of interest in this country around vacation time. Don't bring any home with you, boys.

Yardmaster M. Reidy has been off duty for some time, due to sickness. M. Howell has been acting yardmaster during his absence.

Brakeman "Scotty" Ross got in the way of a box car door when it fell from the car, and consequently "Scotty" took the count. "Jack" Dempsey can hit harder than that, "Scotty."

Brakeman R. J. Everett recently escaped serious injury when he got caught between two cars, one having a draw bar out. Experience is the greatest teacher, Everett, but try to be more careful the next time.

Massillon

Passenger Conductor C. B. Campbell, trains 47 and 48, running between Cleveland and Massillon, on August 19 gave the Company some very good free advertising by his kindness and accommodation. A party of five school teachers were on their way to Chippewa Lake. Three of them were delayed in getting to the station to get train No. 47. The other two explained the situation to Conductor Campbell, who held his train four minutes for the other three. Some time later, one of our employees overheard a conversation between some of these school teachers and another party of friends, and they could not say enough for the GOOD SERVICE they received on our line. The ladies certainly can do the free advertising!

Arthur Stahl, clerk to the supervisor, has returned to the University of Michigan, to continue in his college work. We wish you much success, Arthur!

Here we have a picture of F. C. Baumgartner, extra conductor, and extra yardmaster, Massillon, and his seven months-old granddaughter, Elaine Louise. A good looking grandfather and a fine looking granddaughter, Frank.

Behold J. T. Sidaway, bridge inspector, on his speeder. You will appreciate this picture more when you are advised that this picture is several years old. This was taken when Mr. Sidaway was down on the Wheeling Division, and somewhat younger. You cannot deny the picture, "Tom."

Can You Imagine?

"Stonewall" Jackson Johnson on a motorcycle?

J. Fitzgerald, trainmaster, with a pipe in his mouth?

G. H. McCoy, operator and ticket clerk, with his cap off?



J. T. Sidaway and his speeder

W. E. Brugh, clerk to trainmaster, getting to work on time?

A. Saunders and C. Foss, baggage clerks, without having "girl" on their minds?

E. J. Crampton, agent, staying away from Tiffin, Ohio?

J. T. Sidaway, bridge inspector, working hard?

Archie Seifert, rate clerk, with a girl?

E. Polem, roundhouse foreman, with a shave?

I. C. Bowman, section foreman, not chiding Sidaway?

R. A. Watters, conductor, without his dogs?

A. R. Carver, division engineer, eating a "Frog?"

J. T. Sidaway, eating a pound of eight penny nails?

E. A. Krier, yard clerk, in a hurry?

Harry Malone, patrolman, killing a snake?

Jennie Eckroad, clerk, freight house, with a young man?

A. H. Brown, yardmaster, taking his time?

Chicago Terminal

Correspondents

THOMAS H. WILLIAMS, F. S. DE VENY

That courteous service is always appreciated is shown in the following extract from a letter to our general passenger agent



F. C. Baumgartner and granddaughter Elaine Louise, 7 months old



Miss Mattie Morgan, clerk, Chicago Terminal

in Chicago, from A. M. Arnold, assistant auditor, United Cigar Stores.

"As you know, Mrs. Arnold was in an extremely nervous and weakened condition and when she left Chicago, after having been in the hospital for several weeks. She says that she cannot adequately express her appreciation of the attention and service given her on train No. 6, which left here at 5.40 p. m. on March 26.

"Please accept my sincere thanks for your unusually kind assistance and permit me to say that I feel personally indebted to the Baltimore and Ohio Railroad for its splendid spirit of service. Mrs. Arnold's safe arrival in Washington, although she was a sick patient, was made possible only through this service.

"I have already taken advantage of several opportunities of telling our New York officials of this splendid service, and they have been greatly impressed.

"Please be assured of my hearty co-operation, and permit me to repeat my sincere thanks."

Chicago Division

F. N. SCHULTZ, *Division Operator*, Garrett, Ind.

ESTHER J. SPREENBERG, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.

R. R. JENKINS, *Secretary*, Y. M. C. A., Willard, Ohio

P. H. CARROLL, *Signal Supervisor*, Garrett, Ind.

FLORENCE E. SMITH, *Freight Office*, Chicago

South Chicago

E. H. Mattingly, joint general car foreman, wears a broad smile these days and sort o' puffs up when anyone looks at him. Of course we had to know—a bouncing baby boy, ten and one-half pounds. We'd say, it's a very good reason to be proud.

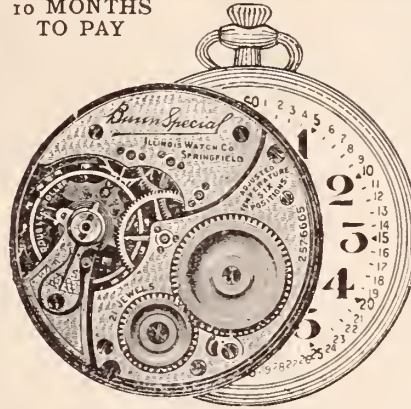
The accompanying picture is of William Oborn and his grandson, Edward, Jr. "Bill Bill" has been in the service of the Baltimore and Ohio for the past forty-four years and is now engineer in local service. Edward, Jr. is the son of Edward Oborn, Sr., deceased, former yardmaster, Wolf Lake.

There is very little to write about "Getting Business" but we know that if there is any business to be secured our "boss," M. Altherr, is right there to get it. He has been able to secure a number of cars, which, if he had not kept right after them, would have been given to some other line. He

Guaranteed Railroad Watch ON CREDIT

BUY TODAY—
10 MONTHS
TO PAY

FAMOUS



"BUNN SPECIAL"

\$5.00
A Month

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L. W. SWEET, Inc., Dept. 841-P, 1650-1660 Broadway, NEW YORK CITY

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modestly says "It is only my duty;" nevertheless, we shall give him this honorable mention.

Garrett, Indiana

Drs. J. W. Thomson and W. A. Funk attended the Baltimore and Ohio Surgeon's Convention at Baltimore. Dr. Thomson read a paper on "Sudden Post-operative Death" before the Convention at the Saturday session. He visited friends in Washington, enroute home.



Right—Engineer "Bill Oborn", 44 years service, and Edward Oborn, Jr., 10 years service

Shop Clerk J. H. Lantz has resumed his duties in the Master Mechanic's office after a six weeks' leave, which he spent at his cottage at Lake Wawasee, Indiana.

Boilermaker and Mrs. John Miller, are the proud parents of twin sons, who arrived to take up their abode with them on September 14.

Car Foreman and Mrs. D. L. Gibson are spending some time at their cottage, at Kale Island, Lake Wawasee, where Mr. Gibson is recuperating from an illness of several months' duration.

We wish to extend our sympathy to J. J. Kennedy, his brothers and sisters in the loss of their mother.

The marriage of George Carroll, son of Chief Dispatcher and Mrs. H. H. Carroll, and Miss Margaret Mountz, daughter of Attorney and Mrs. H. W. Mountz, occurred at the home of the bride on East Houston Street on September 22. Mr. Carroll is superintendent of the Garrett Schools. Congratulations!

Coppersmith and Mrs. H. H. Roan announce the approaching marriage of their daughter, Miss Marguerite, and Mr. Clifton C. Muhn. Miss Roan is stenographer to Storekeeper W. H. Dean. We extend our congratulations.

"Ed." Caffery is now breaking in on position of caller, Crew Dispatcher's office, this station.

Fireman C. N. Schlosser, has returned from Napoleon, Ohio, where he was called on account of the death of his father. We extend our sympathy to Mr. Schlosser.

Peter Miese, for years a resident of this city, died at Sacred Heart Hospital, on September 27 from wounds received when he fell from a load of hay. Mr. Miese is the father of Machinists F. C. and Henry



Chicago Division Interlocking Tower, Alida, looking West

Please mention our magazine when writing advertisers

Miese and Fireman A. E. Miese of this point. We wish to extend our sympathy to the family.

Mrs. L. S. Ziegenhein and baby daughter have gone to Baltimore to make their home. Mr. Ziegenhein has been transferred to that point as electrician at Riverside. He was formerly tool foreman at this station.

We extend our heartfelt sympathy to Mrs. H. S. Wright and family in the loss of their husband and father, the late Hobart S. Wright, for years an engineer on this division, who passed away at his home on South Randolph Street on September 8.

Machinist and Mrs. F. M. Galloway are the proud parents of a son, William Clayton, who arrived on August 30.

Wreckmaster A. E. Treesh is recovering from an operation which he underwent on August 29.

Conductor Roy McKinley is now recuperating from a serious attack of typhoid fever.

Electrician and Mrs. W. J. Dreher announce the arrival of a daughter at their home on September 22. Mrs. Dreher will be remembered as Miss Bermadetta Cogley and was employed before her marriage as clerk, Stores Department.

Joint General Car Foreman and Mrs. E. H. Mattingley were recently presented with a bouncing baby boy, Robert Kenneth. Congratulations are in order—but where are the cigars and candy?

Marion Rink, son of Engineer and Mrs. Jacob Rink of this city, and Miss Waunetta Soule, of Auburn, eloped to Hillsdale, Michigan on September 13, where they were married at the Courthouse by Justice J. M. Weaver. Mr. Rink is a machinist apprentice, in the Motive Power Department of the local shops.

Chief Dispatcher H. S. Carroll resumed his duties on September 1, after an illness of several months.

Mrs. Maud Cameron, wife of Conductor W. G. Cameron, died at Sacred Heart Hospital on Monday, September 26. Funeral services were conducted at the M. E. Church on September 29, after which the remains were taken on train 10 to Canton, Ohio, for burial. We extend our sympathy to Mr. Cameron in his loss.

We have noted for the past few days that there are a number of fireman, engineers, conductors and brakemen passing around thru the local shops and grounds with air brake books under their arms. There is a reason, the air brake car is at this point.

Miss Margaret A. Galloway, assistant shop clerk to master mechanic, resumed her duties recently, after several months absence because of undergoing a very serious operation. Miss Galloway will also resume her duties as *MAGAZINE* Correspondent, and will be pleased to receive from employees on this division items of interest; photographs of employees, of their families and their homes. Short articles, poems, and suggestions are all in order.

Friend Ed—A few years ago "Paw Stork" brought two fellows from his farm in that unknown land to this world. One of them, a Welchman from old Swansea, after fighting his way through school, became a marine engineer. At one time, on receiving shore leave at one of our eastern coast cities, he happened to visit one of the great shops of the Baltimore and Ohio and was so impressed by their modern methods and ultra modern machinery, that he applied for and secured a position as machinist.

From this position he rapidly arose to the responsible position of general foreman. This position he now holds with the Baltimore and Ohio at Garrett, Ind., where he is known to his fellow employes as a good, square fellow.

The other person referred to went to school and absorbed all the dope he could until he was old enough to start on his apprenticeship as pipe fitter, when under the efficient supervision of "Alex" Cross, he became one of the best sheet metal workers Garrett has ever turned out. He has been in charge of Tin and Pipe Shop since the retirement of his superior officer and now occupies the position of assistant to general foreman at Garrett.

In some way or other, it was learned that the above mentioned parties were born on the same day, September 30, but not in the same year, however. The rest of the foremen at Garrett were quick to see the opportunity of having some fun and in the afternoon of September 30, they hatched a plan to have a little party as a surprise on the general foreman and his assistant, whom you probably know by this time as Harry Rees and A. B. Galloway.

Roundhouse Foreman Moses was assigned to the job of kidnapping Rees, while "Joe" Gordon took care of Mr. Galloway. Each was told that the surprise was to be on the other fellow, so that it was easy to get them away from home. Although each had his little celebration at home in honor of the event, their wives finally consented to let them loose for just one evening.

After buying the oysters, milk, crackers, butter and pickles, they all jumped into waiting Lizzies, Buicks, Studebakers, Chalmers, etc., and headed for Hamilton Lake, about 20 miles away to the cottage of B. O. LaRue at Penn Park. Ora Bennett got there first with his Lizzie, although he went up the Wabash Railroad tracks for a couple of miles trying to find a crossing to get on the road again. By the time they had all arrived, Cook O. W. Longbrake had the oysters stewing, and, after stirring them for two hours while the rest stood around with their tongues hanging out, he finally announced that they were done and the bunch proceeded to fill up. Most of them had eaten no supper in anticipation of an early stew, so by the time that the announcement came, they were ready for it. Ora Bennett proceeded to fill his silo to such an extent that his Lizzie refused to take him up the hill out of the park when he was ready to start home. The fact that he filled his radiator with the remains of the oyster soup may have had some effect on Lizzie, but after doubling over two or three times, he finally made the hill.

L. E. Smith says it was due to bad rail, but L. W. Eberle said she could not make the hill account of her flues being stopped up. F. W. Fouch claims it was due to too much tonnage but old "Liz" finally rolled into Garrett about 12.30 a. m.

On arrival of the bunch at the cottage, it was found that the electric current was off, so the 17 huskies had to be content with one smoky oil lamp, by the aid of one lesser light in the shape of a night candle, which "Chub" Clark dug out of the ear from under a ton of tools. After lighting it, he had to light a match to see if it was burning. The card players "hogged" the one lamp while B. H. Groves told the others that old, old story of the great Pennsylvania Railroad shops at Altoona. John Biedrzycki wanted to know why the road went down hill all the twenty miles over here and how we were going to get back, and wanted everybody to be sure and have plenty of gas. (No wonder Master Mechanic McSweeney accused him of taking on too much red lemonade). Fred Moses did not want to stop the

card game to eat and had to be forced away from the table; this was because he had the best hand that he had drawn that evening and did not want to give it up. "Joe" Gordon spent some time trying to get the spotlight on his Lizzie fixed so that it would shed some light in the window, but failed. Allie Grant had to take his coat off as the rest said he was shoving the cards up his sleeve. We found out afterwards that he wanted the gang to see that he had on a clean shirt.

"Lew" Eberle ate so much oyster stew that he could not eat breakfast the following morning. This made his wife suspicious but we did not see "Lou" running to the drinking fountain much the next morning, so the fears of his wife were groundless. Poor "Chub" Clark had to eat crackers and milk as the oysters didn't like him.

F. W. Fouch, could not wait for the stew to be cooked but made himself a cup of coffee to keep from starving. L. E. Smith chewed up six cigars in the card game; then accused the gang of stealing them from him. W. H. Dean got by all right until he tried to set his bowl of stew on the thin air, whereupon it deposited itself in his lap and later LaRue skidded on one of the oysters. Cook O. W. Longbrake tasted the stew so much that he could not eat any when it was done.

H. Rees made a good toast but the rest of us were too busy gargling soup to respond. The undersigned swear that we had a good time and hope for more like it: H. Rees, general foreman; A. B. Galloway, assistant to general foreman; F. C. Moses, roundhouse foreman; J. T. McSweeney, smith foreman; B. H. Groves, planing mill foreman; O. Bennett, boiler foreman; J. Biedrzycki, labor foreman; W. H. Dean, division storekeeper; O. W. Longbrake, engineer in charge; J. Longbrake, W. L. Clark, B. O. LaRue, J. F. Gordon, J. A. Grant, L. W. Eberle, F. W. Fouch, L. E. Smith.

Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

Courtesy always pays because it makes friends—friends for the individual and for the Road. And service brings its own reward in a consciousness that work well done is worth while. Make friends, and when they contemplate shipping goods, or desire to travel, BOOST THE BALTIMORE AND OHIO!

It is with deep regret that we announce the death of Brakeman Richard Parks, who was instantly killed while on duty at Broad Street, Columbus, Ohio. Mr. Parks was looking after coupling between caboose and last car, when in some unknown manner he was crushed beneath the wheels.

Brakeman Homer Smith has taken a new run, not through advertisement or through the trainmaster's office, but through "Dan" Cupid. Congratulations and best wishes!

If YOU owned the business and had to make good for all the damages, how would you like to have freight handled? There's only one answer: with thought and care, of course! "Think and Act," prevent loss and damage of freight and at the same time PREVENT CLAIMS.

We announce the marriage of T. Hobensack, pipefitter. Congratulations and good luck!

We have been informed that the stork has paid another visit to the home of Hostler Homer Riley recently and left a boy. Congratulations!

Machinist apprentice school, which has been closed for the summer, has reopened at Chillicothe, with Draftsman Herman Edmondson in charge.

The accompanying picture is of the home and family of Engineer W. Patton, Chillicothe, Ohio. This home was purchased through the Relief Department. Mr. Patton says that this is the real way to live, particularly in this "high rent period."

OWN YOUR HOME AND STOP PAYING RENT!

Ralph Rhodes, messenger in Superintendent's office, has transferred to Car Department to learn to be a car repairer. He is succeeded by Vernon Duffy. We wish these two boys success.

In the accompanying photograph we have, left to right: William, Robert and Mildred Elaine, children of Engineer R. ("Slim") Mather.

Indiana Division

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

Seymour, Indiana

Bert Ulm, maintenance of way timekeeper and Miss Lucille Misamore were quietly married at the home of the bride's parents on Sunday, September 4. Mrs. Ulm is the daughter of the Rev. O. G. Misamore, who officiated at the ceremony. Mr. Ulm's marriage was a complete surprise to the office force. To pay him for putting this over, a party of them called upon him a few evenings after the ceremony, and entertained him with a ride through town on the hood of an automobile. Next, he was taken to the city limits, blindfolded and walked for a considerable distance, and secured to what he thought to be a fence post. After some difficulty, he succeeded in freeing himself, only to discover that he had been tied to a tombstone. He was then picked up by the boys, and the experience just cost him the price of twelve good meals at the Palace Restaurant. It is stated that if anyone else tries to "put one over" on the boys as Bert did, his adventure will be far more thrilling.

Accounting Department

WANTED: A first class mechanic to keep the typewriters and check writing machines in working order. Apply at this office.



Attractive home and family of Engineer W. Patton, Chillicothe, Ohio

A certain young lady was planning a trip East, and had never had the pleasure of riding in a sleeper, so she made a special trip to St. Louis for the experience, in order that she would not be green and make a mistake should she ever ride with some of her companions.

Toledo Division

Correspondent, EDWARD M. MANNIX

East Dayton

In Memoriam

One morning recently the sad news reached us of the death of Miss Anna Jackson, sister of our assistant car foreman, Walter Jackson, and until recently a valued employe of the Stores Department, East Dayton. Miss Jackson is survived by her mother and brothers, Walter and Harry. Her father died several years ago.



Children of Engineer R. "Slim" Mather

She only relinquished her position when her health no longer enabled her to continue. She was a lovable girl, possessing qualities and endowments that endeared her to all.

Many and beautiful were the floral offerings from all departments of the East Dayton Shops, for rarely, if ever, was a girl held in higher esteem.



The Vose Grand

represents 70 years of experience devoted to the attainment of an ideal. Its incomparable tone brings a lifetime of satisfaction to the lover of good music.

We Challenge Comparisons

Write for our beautifully illustrated catalog and floor pattern of the Vose Grand, also our easy payment plan.

Vose & Sons Piano Company
165 Boylston Street
Boston, Mass.

A solemn high mass at Holy Trinity Church was celebrated by Rev. Father Lysing and assistant. As the mourners left the church, the choir sang "Some Sweet Day."

She was laid to rest in the family lot in Calvary Cemetery, and, as the many moist eyes gazed for the last time upon her, it was with the peaceful prayers of "Peace to her Ashes, Rest to Her Soul."

Again we have demonstrated the ability of the Toledo Division in the "Save a Dollar a Day" Campaign which has just closed. Proud are we that the appeal of Superintendent R. B. Mann has fallen upon willing hearts and helping hands and prouder still that the banner came to our division. This again only proves our loyalty.

The vacation period is now well on the wane and all have returned greatly benefited by the rest, ready to jump right in and boost the good old Baltimore and Ohio with renewed vigor and confidence.

Excuses don't go with Master Mechanic A. E. McMillan or General Foreman W. A. Gilmore; in a recent talk to the men, our master mechanic told them that the Excuse Factory turned out some mighty poor products that would find no market on our division.

Mrs. William Finley, wife of Machinist William Finley, underwent two serious operations recently, but the good word reaches us that she is convalescing nicely and will soon be able to be about as usual.

Isenogle, our hustling storekeeper, has everything in ship shape order over at the store-room; he says he is ready for the boom which is sure to come to us in a short while. That's right, old boy, you have the right dope.

Miss Hoban, telephone operator, Superintendent's office, surely has a lot of patience, always smiling and pleasant. She believes in giving a joy receipt when things go wrong, and it always wins out.

Safety for the month of August, 100 per cent. at East Dayton Shops and Round-



Miss Luella Clayton (right)

house. The lesson has been well learned: "It pays to be careful."

Our old eagle-eyed foreman, F. G. Sehr, is pretty hard to fool. When that old boy holds a Post-Mortem on an engine, it's a pretty safe bet that she isn't ready for the morgue by the time he gets through with her.

Quite a novelty was sprung the other day at lunch period. The men were discussing various subjects when suddenly "Jack" Bellmyer said that he knew where to get the real 4½ per cent. "Where?" shouted several voices. "At the Merchants National Bank," replied "Jack."

Did "Dave" Nash tell you about the fish he caught on his vacation? He can tell 'em, all right. He said he caught a fish in a lake at Minneapolis that weighed nine pounds, five ounces exactly. Andy Bean asked him how he knew it weighed that much. Dave replied that it was true because he had the scales on his back.

East Dayton Round-house has been the recipient of several visits from our executives of Baltimore and Cincinnati. It is pleasing to note that they left with the impression that East Dayton was all we claimed for it—a criterion.

Division Accountant's Office, Dayton, Ohio

Assistant Correspondent, G. M. MCBRIDE

Born to Mr. and Mrs. Beringer, on August 21, an eight pound girl. The Division Accounting office is looking forward to another stenographer about twenty years from now in the person of Evelyn Jean Beringer.

A. Walter Boorum and Miss Mary Cecil Hancock were united in marriage at the home of Rev. J. Harmon Dutton at 8.45 a. m. on August 20, after which they left for



Lawrence A. Daley

their honeymoon. Walter says they went to Chicago and had a wonderful time, but his memories of Chicago are vague; he remembers seeing only "two people."

"There's many a task that flaunts the nerve,
There's many a heart that's weary—
But the man worth while is the man with
the smile

In spite of the things that are dreary."

Notwithstanding the fact that the correspondent has never been pierced with Cupid's darts, he listens in strict confidence. The latest thing he has whispered to me is the approaching marriage of D. F. Harker and Miss Myrtle Becherer.

No doubt Kinzig, timekeeper, received quite a lot of towels when he was married recently, as we noticed a towel in his hip pocket. (We presume he is using them for handkerchiefs.)

Lives of babies oft remind us,

That our lives would be less rough

And we'd get our heart's desires

If we'd holler loud enough.

Miss Winifred Flora and John Hogan have returned to the office after enjoying their vacation. Unfortunately John did not pass the cigars but we feel that they are coming our way.

The accompanying picture is one of our Division Accounting office girls, who is also a member of Mr. Williams' choir, Miss Luella Clayton. The picture was taken at Winona Lake while the choir was there during conference. Miss Clayton is the girl dressed in the white.

The accompanying picture is of Lawrence A. Daley, general time-keeper, Division Accountant's office, for many years at Dayton, Ohio. Mr. Daley recently resigned his position here and has made his residence in California, where he is associated with his cousins in the moving picture business. He was a valuable employee of the Company, and our best wishes for success follow him.

Lima

Assistant Correspondent, RAY GARRIGUS

Walter Calvert, mill foreman, has returned from a two weeks' trip through northern Michigan.

E. H. Thompson, night baggagemaster, Lima, has been transferred to second trick operator at Bates. Our best wishes for success go with "Ed."

The old tank shed near the roundhouse has been torn down and the engine yard is now in one hundred per cent. fine condition.

'Tis rumored that J. Lyons, boilermaker helper, is to be married. In fact, James admits it, but as yet her name seems to be a secret.

Neal Shockey, chief clerk to general yardmaster Murphy, has returned from a much needed vacation. Things will fly around North Lima now.

Steel car foreman Tunks has been busily engaged during the last week, building a dope reclaiming plant for the car department. The old office building was sheeted with tin, painted white, tanks, vats and presses installed for the boiling, soaking and pressing of old dope.

All of the machines were made at Lima and Mr. Tunks has been highly complimented on the finished plant.

The night was dark. Under the dim twinkling street light stood a lonely policeman. Suddenly a faint buzzing sound broke into the stillness. It came closer, grew louder, and finally there turned into the road a line of automobiles with mufflers



"All by myself"—Ruth Schindledecker, 10 months old, granddaughter of Conductor J. M. Barnett, Lima, O.

wide open and traveling at the rate of fifty miles an hour. The frenzied policeman ran into the street waving his arms like a madman. Unheeding, the line of machines, like so many devils tore on down the road. No, dear readers, they weren't whisky runners. But listen, and don't tell anyone, 'cause it's a secret. 'Rus' Holmes went and did it. Yes, got married—in other words—"tied up for life." The automobiles arrived at the depot just as the train whistled out. Oh yes, they caught it. At least the bride did, and 'Rus' was only a few yards behind and gaining fast when the train rounded a curve just outside of the town. Mr. and Mrs. Holmes enjoyed their honeymoon in Lancaster, Pa. They have our sincere wishes.

Mr. Maselli, first shift roundhouse clerk, has returned from a visit through southern Ohio and Kentucky.

W. Wagoner is checking the cars at Pearl Street in place of Wilbur Smith, who is acting chief clerk to the general yardmaster.

Miss Manila Britt has resigned from the stores department office force. We are sorry to lose her cheery smile but rumor has it that Miss Britt is soon to take a course in housekeeping.

"Morning Judge."

A titter ran along the waiting line of bootleggers, second story men and pickpockets. The judge gave them a harsh look and the line again became silent.

Judge to prisoner—"Young man, don't get fresh."

Prisoner—(Not a word.)

Judge—"Officer, with what is this young man charged?"

Officer—(Softly) "Might have been root beer" (Aloud) "Parking his car on the wrong side of the street, your honor."



Reclaimed material in Car Department, Lima



Engine of K. & I. T. Railroad at Kentucky State Fair

Judge to Prisoner—"Guilty or not guilty?"

Prisoner—(Meekly) "Guilty."

Judge—"Ten and costs."

Prisoner—"Thank you, Judge."

Judge—"Don't get fresh, young man. Make it twenty."

Prisoner. (Not a word) Fished over the twenty and leaves the courtroom.

Judge to officer—"By the way, officer, what was that fellow's name."

Officer—(Looking at his note book) "Lawrence E. Barrett, chief clerk to general foreman, Lima, Ohio."

K. & I. T. R. R.

Correspondent, J. L. SIGMON,
Industrial Agent, Louisville, Ky.

A feature of this year's Kentucky State Fair was the exhibition by the Illinois Central Railroad Company of one of their first locomotives, used in 1839, and one of their latest type locomotives. Also, the Kentucky & Indiana Terminal Railroad Company had on exhibition their superheater switch engine No. 15, one of the five of this type in operation, which have enabled this gateway to be kept open for the past four years without issuing an embargo. The accompanying picture shows this engine on the Fair Grounds.

This year we handled 822 cars to and from the State Fair, compared with 754 cars last year, and our revenue increased proportionately. The Kentucky & Indiana Terminal Railroad Company owns the only tracks leading to the State Fair Grounds, and our owner lines are thereby greatly benefitted.

Washington, Ind. Shops Safety Don'ts

Don't use an emery wheel without wearing goggles.

Don't use the emery wheel unless it is properly guarded.

Don't use a cracked emery wheel—report it.

Don't do any chipping without wearing goggles and having a shield placed to catch flying chips.

Don't sand blast without using a mask over nose and eyes.

Don't watch an electric welder or acetylene welder at work—it is dangerous to the eyes.

Don't cross a track without looking both ways and listening for trains.

Don't crawl under a car without proper signals displayed at each end of car.

Don't come out of a hot firebox and get in a draft to cool off.

Don't leave tools or material lying on running boards, on top of boilers or cars—they might fall or get knocked off and injure someone.

Don't use jacks that are not in good working condition.

Don't forget to chock engines or cars when leaving them—they might roll.

Don't kick a knuckle open—you might lose a foot.

Don't move an engine or car until you are absolutely sure no one is under it.

Don't fail to practice and preach "Safety First."

Don't fail to report unsafe and unsanitary conditions.

Don't put your lips on the spout in drinking fountains—open up the valve; you are past the bottle age.

Don't wear gloves when working on machines.

Don't spit promiscuously around the shop—contagious diseases are spread in this manner.

Don't "hop" a freight car for a ride. A yard clerk did this going to lower yard, the car hit another car making a coupling, and he fell on rail, breaking his ribs and barely escaped death.

Don't fail to report injuries to medical examiner or infection may result.

Don't take chances.

Don't fail to heed "Safety First" Bulletins displayed on Bulletin Boards.

Don't make fun of the man practicing Safety-First. Try some of it yourself and you will live longer, feel better and be the better enabled to support yourself and family.

Hence These Tears

Visitor (comforting Tommy, who has upset a bottle of ink on the new carpet): "Never mind, my boy; no use to cry over spilled milk."

Tommy (indignantly): "Any dunce would know that. If it's milk that's spilled all you have to do is to call the cat an' she'll lick it up cleaner'n anything. But this ain't milk, an' mother'll do the lickin', is what ails me."—*Baptist Boys and Girls.*

Think smiles, and smiles shall be;
Think doubt, and hope will flee.
Think love, and love will grow;
Think hate, and hate you'll know.
Think good, and good is here;
Think vice, its jaws appear!
Think joy, and joy ne'er ends;
Think gloom, and dusk descends.
Think faith, and faith's at hand;
Think ill—it stalks the land.
Think peace, sublime and sweet,
And you that peace will meet.
Think fear, with brooding mind,
And failure's close behind.
Think this: "I'm going to win!"
Think not on what has been.
Think vict'ry; think "I can!"
Then you're a WINNING MAN!

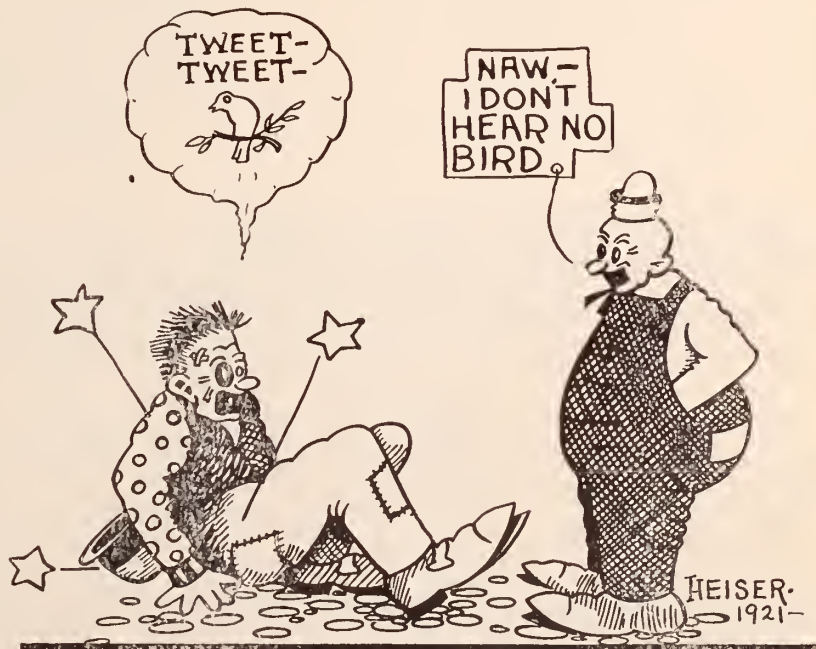
—Exchange

Where Pat Scored

An Englishman was boasting to an Irishman about the fastness of English trains.

"Why, Pat," said the Englishman, "we run our trains so fast in England that the telegraph poles look like a continuous fence."

"Do they, now?" said Pat. "Well, sir, I was on a train one day in Ireland and we passed first a field of turnips, then wan of carrots, then wan of cabbage, and a large pond of water, and we were going so fast that it looked like soup."—*Ax-I-Dent-Ax*



Grown Ups' Mother Goose

There was a little brakeman who wouldn't mind his rules. "Safety is good dope," he said, "but just for railroad fools." And then he kicked a coupler while the forward end came back—And they had to haul him to his wife in an undertaker's hack.

Thomas B. Athey

(continued from page 27)

Two years later they moved to Keyser, W. Va., where Thomas worked with his father, a contractor, taking contracts for the paving of the streets of the town.

On August 11, 1875, Mr. Athey entered the service of the Railroad as freight brakeman. In 1877 he married Miss Carrie Mythinger. The next year he was made conductor. He continued to work out of Keyser until 1891, when he was transferred to the Cumberland Division, working out of Brunswick, where he continued to live until the death of his wife in 1916, when he moved to Cumberland.

Mr. Athey has four children, all married. One of his boys is a machinist at Washington, D. C., one a Baltimore and Ohio conductor, and one a car repairman of the Western Maryland.

The accompanying letters from Vice-President Galloway and General Manager Scheer show the appreciation of the Railroad officers for Mr. Athey's loyalty and faithfulness.

BALTIMORE, MD., July 8, 1921.

THOMAS B. ATHEY, Esq.,
Cumberland, Maryland.

My dear Sir—It has come to my attention that you have been placed on the

retired list of the Baltimore and Ohio Railroad Company after having served the Company for a period of forty-five years.

Because of the splendid service you rendered as an employe during the time you were in association with the Company, I wish to express to you my personal appreciation of your loyalty and faithful attention to duty.

It is my earnest wish that you may spend your remaining days in comfort and contentment. While you have retired from active duty, I hope you will continue to take an interest in the Baltimore and Ohio Railroad, and still consider that you are a member of the railroad family.

Very truly yours,
(Signed) C. W. GALLOWAY,
Vice-President, Operation and
Maintenance

BALTIMORE, MD., March 29, 1921.

MR. THOMAS B. ATHEY,
Conductor,
Cumberland, Md.

Dear Sir—To-day I had the pleasure of approving and forwarding to the Management for their favorable consideration, your application for pension. I note that you have been in the service of the Company for 45 years, which is, indeed, a splendid record and one of which to feel proud. I desire to take this means of expressing to you my sincere congratulations and to wish you much health, happiness and prosperity.

Yours truly,
(Signed) E. W. SCHEER,
General Superintendent

A Real Champion Baseball Team Represents the K. & I. T. R. R.

By J. L. Sigmon, Industrial Agent

THE Kentucky and Indiana Terminal Railroad is owned and jointly operated by the Baltimore and Ohio, the Monon and the Southern Railroads, and boasts one of the best amateur baseball teams in the country. In 1921 it won the Louisville City Amateur Championship for the third successive time. In 1919 it won 12 out of 14 games, winning the championship in the Industrial League, and then defeated the champions of the other five

leagues in Louisville, thereby winning the championship of Louisville and the State of Kentucky in the Kentucky Amateur Baseball Federation.

In 1920, the Industrial League had 16 teams, 2 divisions of 8 teams each. Our team played 14 games in its division without a loss. The Mengel Box Company played 14 games in their division and lost 2. We played off with the Mengel Box Company, winning two out of three

games, making us again champions of the Industrial League for 1920. We then played six championship teams of the six leagues affiliated with the Kentucky Amateur Baseball Federation, without a loss, which made us champions of the Kentucky Amateur Baseball Federation.

Our third year, 1921, we played in the Industrial League, which was again divided into two divisions, playing 16 games in our division without losing a game. We won two out of three games from the Standard Oil Company team, winners of the other division, making us again champions of the Industrial League. We then played in the elimination against the champions of the eight leagues affiliated and won the championship for the third time in the Kentucky Amateur Baseball Federation. This made 22 consecutive games won without a loss.

Our fielding average for the 22 games was 961, and batting average 411. We scored 224 runs against the opponents' 47. Our pitchers had 168 strikeouts, walked 29, hit 7, allowed 120 hits in 164 innings.

Our last game of the season was played with the Montour Falls, N. Y., team, by winning which we also won the National Championship of the Industrial League.

The members of our team, as shown in the accompanying picture, are: John Louis Held, mascot; L. J. Gross, Engineering Department, outfield; L. L. Ayres, Engineering Department, catcher; Guy Long, clerk (captain), infield; Edward O'Leary, crossing flagman, outfield; William Brooks, yard clerk, infield; "Eddie" Bacon, yard clerk, pitcher; William Thompson, car service clerk, pitcher; "Len" Higgins, yard clerk, catcher; Clarence Hall, revising clerk, outfield; George Mayer, clerk, infield; "Al" Thieman, route clerk, outfield; H. Townner, Bridge Department, pitcher; and R. Symson, clerk, infield.

Optimism

Remember the steam kettle—tho' up to its neck in hot water it continues to sing.

—Shur-On Chronicle.



Champion baseball team of the Kentucky and Indiana Terminal Railroad

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Here is a positively superb bargain in this winter's most favored fashion—a handsome silk seal plush coat with big fur collar—now sent *on approval* for only \$1 down. Don't miss this splendid bargain. Send the coupon NOW!

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This smart, up-to-date model is made of rich, glossy silk seal plush—beautiful, stylish and warm. Big luxurious collar of deep, silky, specially selected pelts of real Manchurian fur. Lining of satin-finished Venetian. Coat can be worn loose back or belted all around. The belt, of self material, ties in front, in smart sash effect, and ends in stylish balls. The coat is 36 inches long, the fashionable length for this winter. Deep pockets complete its modish air. Black only. Sizes 34 to 44, and Misses, 16 to 20.

Order by No. F-36. Send \$1 with coupon, \$4.85 monthly. Total price \$29.95.

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Send only \$1.00 with the coupon for this stunning coat. Pay for it in monthly sums so small that you would never think of saving them. Buy a coat with nickels and dimes. No charge for credit. You have six whole months, or half a year to pay. Learn to buy the Elmer Richards way, as thousands are doing and be well-dressed at little cost. Send for this splendid silk seal plush coat today.

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This coat sent *on approval*. If you do not keep it you are not out a penny. Money back if you ask for it. Send now while these models last. Send \$1 P.O. order or \$1 bill today.

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I enclose \$1.00. Send Silk Seal Plush Coat with Fur Collar, No. F-36. Size.....
If I am not satisfied with the coat, I can return it and get my money back. Otherwise, I will pay special price, \$29.95, on your terms of \$1.00 with coupon, balance \$4.85 monthly.

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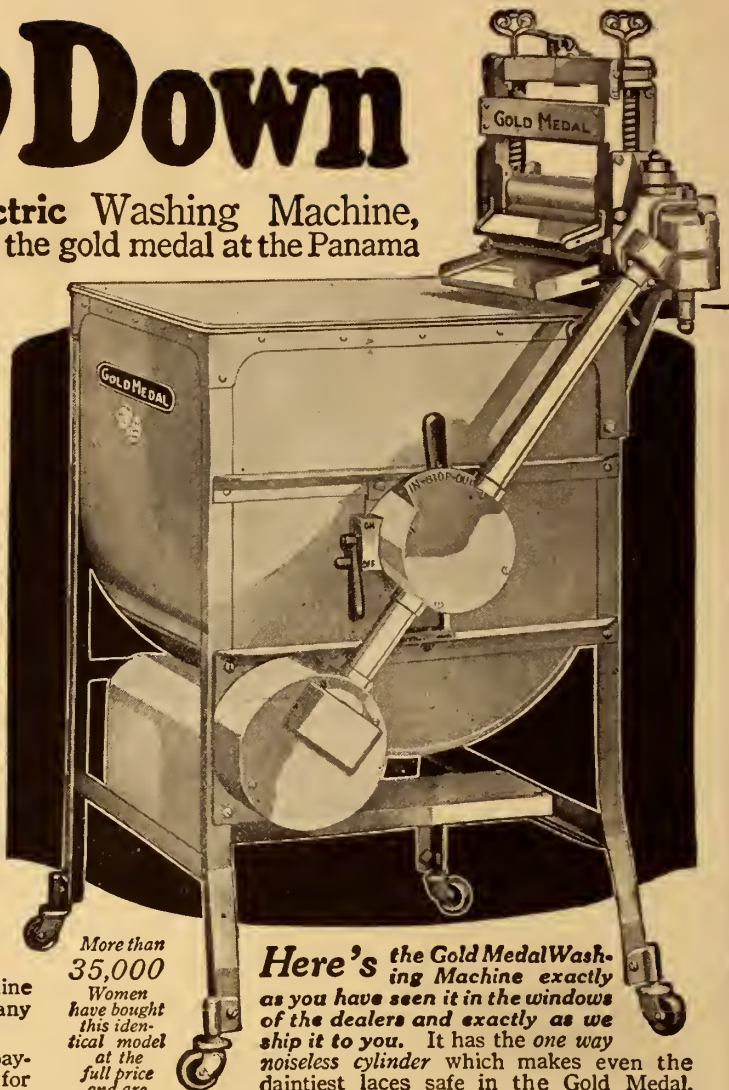
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Madam: It is time to get through with the drudgery of the washboard which has killed more women than war has killed men. Surely the family can save enough for the small monthly payment to keep the mother well and happy. Send this coupon for free catalog NOW.

5000 of these Gold Medal Washing Machines must be sold at once. The manufacturer was overstocked; his dealers wouldn't give up their fat profits, so they couldn't sell. So, the manufacturer offered these 5000 machines to Straus & Schram at the factory cost for quick sale. We offer them now to our customers direct at the factory price, while they last. When these 5000 are gone, we won't say how much more the price will be.

These machines at \$99.50 are the exact in value of other machines at prices from \$150 to \$165 and up. We guarantee that these Gold Medal machines were formerly priced by the factory to sell at \$150 to \$165. Now note this: Formerly priced \$150 to \$165, and now on a lot of 5000 finished best machines—\$99.50. Rock-bottom price and a two weeks' free trial and easy terms thereafter. Send coupon for free catalog now.

REMEMBER—We'll prove by two weeks free trial that this machine at \$99.50 is equal to the best on the market. You alone, to judge. If not satisfied, return it at our expense. No obligation, no arguments, no risk to you! You, madam, decide.

Straus & Schram Dept. 4017 West 35th Street, **Chicago**

Baltimore and Ohio Magazine

NOVEMBER
1921



*Transportation
in the Italian Alps
—the Teleferica.*

Steffan

The Comfort of Your Own Home

There is no use in talking—you cannot get as much real comfort out of a rented house or apartment, even if it is a palace, as you can out of your own little home.

When the Missus needs new shelves in her pantry—

When the kids keep after you to build that little "jim crack" for them—

When you want to build that storm door for your front entrance, to keep out old winter and to keep down your coal bills—

When the warm spring sun makes you feel like getting out to dress that side of your lawn with a pretty flower bed—

When, in short, the natural impulse of self-improvement comes over you in any of the thousands of ways it can—

You will obey that impulse and hop to the job with all the energy and interest imaginable, *if you own your own home.*



George O'Brien, engineer, New Castle division, Youngstown, Ohio, his wife, and his children, Eleanor, age 13 and George, age 9.

But it is different when such improvements mean merely improving the property of the landlord, at your own expense and with no permanent value to yourself.

Engineer O'Brien is one of the thousands of Baltimore and Ohio employees who now has the opportunity, at a small expenditure of money to beautify and improve his own property, as shown in the picture. For he is buying this on the easy installment paying plan of the Savings Division of our Relief Department.

Don't let another Thanksgiving go by in your home, unless, among the hundreds of other things you have to be thankful for, you can include a real home for yourself and family, and for your declining years. Write to

Division "S" Relief Department
The Baltimore and Ohio Railroad Company
Baltimore, Md.

Begin it with a Smile

Quite Obliging

"Miss," said the conductor, severely, "if you are going by this train you must get aboard at once."

"Oh," gasped the dear young thing, who had been chatting with another damsel ever since the train arrived, "do let me have a minute more; I must kiss my sister."

"Get aboard, Miss; get aboard!" said the conductor, obligingly, "I'll attend to that for you."—*New Success*.

Fish Are Biting

Mr. Jones keeps a shop where he sells fishing tackle. For the sake of advertisement, he has a large rod hanging outside, with an artificial fish at the end of it. In the early hours of the morning a man, rather the worse for sight of the fish, went quietly to the door and knocked. Jones, being in bed, looked out of the window and asked: "Who's there?"

"Don't make a noise," was the reply, "but come down as quick as you can."

Thinking something serious must be the matter, Jones dressed like lightning and came down as quickly as possible. "What's the matter?" he asked breathlessly.

"Hush!" was the reply. "Pull your line in quick. You've got a bite!"—*Exchange*.

Insatiable Birds

An old southern negro was asked by the proprietor of a store how he happened to need credit when he'd such a good cotton crop.

"De ducks got 'bout all dat cotton, sah," was the mournful reply.

"What do you mean the ducks got it?"

"Well, you see," explained the old man, "I sent dat cotton up to Memphis an' dey deducts the freights, an' dey deducts the storage charges, an' dey deducts the commission, an' dey deducts the taxes—yes, sah, de ducks got 'bout all dat cotton an' dat's why I'm here."—*Boston Transcript*.

Wishes He Still Hung

He hung on the words

Of beautiful Kate,

And also hung

On the old front gate.

They've been wed now

Ten years, I'd state,

And he wishes he'd hung

On the old front gate.

—*Columbus Dispatch*.

Surely a Catch

Applicant—And if I take the job, I am to get a raise in salary every year?

Employer—Yes, provided your work is satisfactory.

Applicant—I thought there was some sort of a catch somewhere.—*Anon.*

A negro soldier coming back to the dressing station with his right hand missing was seen to stop suddenly and start briskly back towards the front. When questioned as to why he changed his mind, he said:

"Well, sah, I was starting back to find mah hand."

"But," he was told, "you can't grow it on again."

"No, sah, but mah dices was in dat hand."—*Cottonyarns*.



How Many Objects in This Picture Start With the Letter "T"

Here's a Picture Puzzle which contains a number of objects beginning with the letter "T." Just take a good look at the picture—there are all sorts of things that begin with the letter "T"—like train, trap, top, etc., and all the other objects are equally clear. See how many you can find. This is not a trick puzzle; nothing is hidden and you don't have to turn the picture upside-down or sideways.

Twenty cash prizes will be given for the 20 best lists of words submitted in answer to this Puzzle. The answer having the largest and nearest correct list of visible objects shown in the picture that start with the letter "T" will be awarded first prize; second best, second prize, etc.

It Costs Nothing to Try

All can participate in this great Fun-Game from the thirteenth child to Grampa and Grandma. Right after the dishes are done this evening gather all the members of your family together; give each one of them a pencil and sheet of paper and see who can find the most "T-Words." You'll be surprised to find how large a list of words you can get after a few minutes' study. Sit down and try it—then send in your list and try for the big prizes.

This is just a subscription contest. You don't need to send in a subscription to win a prize unless you want to, but our Bonus Rewards make the Prizes bigger where subscriptions are sent in. For instance, if your Puzzle answer is awarded First Prize, you will win \$35, but if you would like to win more than \$35, we are making the following Special Offer, whereby you can win bigger Cash Prizes by sending in \$3 or \$5 worth of subscriptions for *Gentlewoman Magazine*.

You Can Win \$1000

HERE'S THE PLAN: If your answer wins First Prize, and you have sent in \$3 worth of subscriptions, you will win \$500.00 instead of \$35.00; 2nd Prize, \$375.00; 3rd Prize, \$250.00, etc.

Or, if your answer is awarded First Prize by the judges and you have sent in \$5 worth of subscriptions to the *Gentlewoman Magazine*, you will receive \$1,000 as your prize, (or a new 1922 model Buick automobile, freight to your home and war tax paid), instead of \$35; Second Prize, \$750; Third Prize, \$500, etc. (See 3rd column in Prize List).

Isn't this a dandy offer? But look, extra amounts will be given on all prizes in the same manner. It takes but \$5 worth of subscriptions to qualify your answer for the big \$1,000 reward. At once, \$5 worth is all.

GENTLEWOMAN MAGAZINE: 3 YEARS, 50 CENTS

THE PRIZES

	If no subscriptions are sent	If \$3 worth of subscriptions are sent	If \$5 worth of subscriptions are sent
1st Prize....	\$35.00	\$500.00	\$1,000.00
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3rd Prize....	25.00	250.00	500.00
4th Prize....	20.00	150.00	300.00
5th Prize....	15.00	100.00	200.00
6th Prize....	7.50	50.00	100.00
7th Prize....	5.00	35.00	75.00
8th Prize....	3.00	25.00	50.00
9th Prize....	3.00	15.00	30.00
10th to 15th	2.00	10.00	20.00
16th to 20th	1.00	5.00	10.00

In event of a tie, duplicate prizes will be given.

AUTOMOBILE FREE: As a special prize for the best effort shown in answering the puzzle we will allow the participant winning first prize (if fully qualified with subscriptions) the choice of \$1,000 cash, or a new 1922 BUICK TOURING CAR, value \$1,095, freight to your home and war tax paid.

RULES

1. Any man, woman, boy or girl living in the U. S., but residing outside of New York City, who is not an employee of the *Gentlewoman Magazine*, or a member of the employee's family, may submit an answer. It costs nothing to try.

2. All answers must be mailed by December 10, 1921.

3. Answers should be written on one side of the paper only and words numbered consecutively, 1, 2, 3, etc. Write your full name and address on each page in the upper right-hand corner. Do not write subscribers' names or any thing else on same paper with list of words; use separate sheet.

4. Only words found in the English dictionary will be counted. Do not use compound, hyphenated or obsolete words. Use either the singular or plural, but where the plural is used the singular cannot be counted, and vice versa.

5. Words of the same spelling can be used only once, even though used to designate different objects. The same objects can be named only once; however, any part of the object may also be named.

6. The answer having the largest and nearest correct list of words of visible objects shown in the picture that begin with the letter "T" will be awarded First Prize, etc. Neatness, style or handwriting have no bearing upon deciding the winners.

7. Candidates may co-operate in answering the Puzzle, but only one prize will be awarded to any one household; nor will prizes be awarded to more than one of any group outside of the family where two or more have been working together.

8. All answers will receive the same consideration regardless of whether or not subscriptions for the *Gentlewoman Magazine* are sent in.

9. Three New York business men, having no connection with the *Gentlewoman Magazine*, will be selected to act as judges and decide the winners, and participants agree to accept the decision of the judges as final and conclusive.

10. The judges will meet directly following close of the contest and announcement of winners and correct list of words will be published in the *Gentlewoman Magazine* just as quickly thereafter as possible.

Extra Puzzle Pictures Free On Request

You will find it easy to get a few subscriptions to *Gentlewoman Magazine*. It is by far the best home magazine published for the price. It is filled with splendid stories, fashions, department for fancy work, gardening, etc.

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Their Good Night Message

It was evening and several callers were chatting in the parlor, when a patter of little feet was heard at the head of the stairs. Their mother raised her hand for silence. "Hush, the children are going to deliver their good night message," she said softly. "It always gives me a feeling of reverence to hear them. They speak the love that is in their little hearts never so fully as when the dark horse has come. Listen!" There was a moment of tense silence. Then, "Mama," came the message in a shrill whisper, "Willie found a bedbug."

Ax-I-Dent-Ax

A Mystery Solved

A railroad president, weary of listening to the cause of and the cure for the existing industrial depression, decided recently to change barbers. He didn't find relief, however, because the new artist proved to be a railroad specialist.

Among other things the president learned from the barber that railroad wages were too low, freight rates too high, the salaries of

Double Your Mileage Save Your Money



Long Wear Double Tread Tires have double thickness, which insures them against punctures and blowouts; also weather proof. These tires are guaranteed on a 6,000-mile basis, but often give the user 8,000 miles. Take advantage of this great offer and order at once while our stock is complete.

Size	Tire	Tube	Size	Tire	Tube
30x3	\$5.50	\$1.75	34x4	\$8.75	\$2.65
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32x3½	7.00	2.65	35x4½	10.50	2.75
31x4	8.00	2.35	36x4½	11.00	2.75
32x4	8.25	2.45	35x5	11.75	2.75
33x4	8.50	2.50	37x5	12.25	2.85

When you order, state whether you want straight side or clincher, plain or non-skid tires. Send \$2 deposit for each tire ordered, balance C. O. D., subject to examination. We allow a special discount of 5 per cent if you send full amount with order. **Refiner free with every tire.** We ship the same day order is received.

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railroad officials outrageously high and railroad capital drenched with water. The

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remedy, according to the barber, was government operation with private owner ship.

"You seem to have absorbed a good deal of information on this subject," finally interrupted the fatigued railroad president.

"You bet I have," replied the barber. "What I don't know about railroads is too big to get into a man's head. It they kept McAdoo on the job the roads wouldn't be in this here muddle."

Then the barber added as an afterthought, "you know, I used to shave Mac before he went down to Washington, and he got an awful lot of good railroad dope out of me."

—Dow, Jones & Co.

Send No Money



\$3.00

Not one cent in advance for this combination 7-Window Pass Case, Card Case and Bill Fold

Will show 7 regular size passes, identification cards, and photos, each under a separate transparent celluloid face protecting it from dirt and wear. Also has gusseted pockets for smaller cards and roomy billfold pocket in back. Railroad men tell me it is the handiest thing they ever saw. Over 20,000 of them now being carried.

Your name and address (3 lines) and your emblem or insignia (order, brotherhood, lodge—I have them all) engraved in **23K gold absolutely free.** This work alone is worth \$1.50 of anybody's money.

Case is beautifully made of fine black seal grain genuine leather. Strongly reved, neat and convenient. Size, 3 1/2 x 4 1/2 inches closed.

Don't send me a single penny in advance. Just send your name and address on the coupon below with the emblem or insignia you want. I will send you this wonderful pass case at once, and when the postman delivers it to you, when you actually have the goods, pay him only \$3.00 and postage. I positively guarantee that if you don't think this is the best buy you ever made, you may return it and I will refund your money immediately. I have been in this business for over 10 years.

You take no risk! Send the coupon TODAY!

Olaf Halvorsen, The Pass Case Man
Dept. 4018 Masonic Temple, Chicago

You may send me your genuine leather 7-Window Pass Case with my name, city, state and emblem engraved in 23K gold. I will pay the postman only \$3.00 and postage when he delivers it. If I am not entirely satisfied with the case, I will return it and you will refund my money at once. I take no risk.

Emblem

Name

Address

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

Be sure to print name, etc. clearly



Volume 9

Baltimore, November, 1921

Number 7

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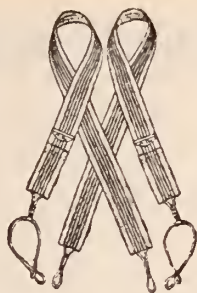
THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 38,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.

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Think It Over

A VIRGINIA farmer had an ox and a mule that he hitched together to a plow. One night, after several days of continuous plowing, the ox said to the mule, "we've been working pretty hard; let's pretend we are sick tomorrow and lie in the stalls all day."

"You can if you want to," returned the mule, "but I'll go to work."

So the next morning when the farmer came out to hitch them up the ox pretended he was mighty sick. The farmer bedded him down with clean straw, gave him fresh hay, a bucket of oats and bran, and went out with the mule to plow.

All that day the ox lay in his stall, chewed his cud, nodded, slowly blinking his eyes and gently swished his tail.

That night when the mule came in, the ox asked him how he got along plowing alone all day. "Well," said the mule, "it was hard and we didn't get much done, and—"

"Did the old man have anything to say about me?" interrupted the ox.

"No," replied the mule.

"Well, then," said the ox, "I believe I'll play off again tomorrow; it was certainly fine lying here all day and resting, with plenty to eat."

"That's up to you," responded the mule, "but I'm going out to work."

The next day the ox played sick again. The farmer fixed him up just as carefully as the day before and went off to plow with the mule.

That night the ox asked the mule again how they had made out and the mule replied as before. "Did the old man say anything to you about me?" the ox inquired again.

"No," answered the mule, "but I noticed he had a long talk with the butcher."

It is the real workers of an organization who are rewarded. The man who lays down on the job doesn't get very far, and it is to the steady, dependable men of any organization that the credit for their company's success is due.—*Firestone Non-Skid.*

Another Verse

If a chicken smiles at you,
Safety first.
Please be careful what you do,
Safety first.
You may not mean any wrong,
She's but one girl in a throng,
But your wife may come along,
Safety first.

—The Bethlehem Booster.

Defined

Teacher: "Define the word kiss."
Sweet Sixteen: "The word kiss is a noun, but it's usually used as a conjunction. It is never declined, and is more common than proper. It is never singular, but it is always used in plural. It agrees with two.

—Exchange.

"Little Boy," asked the well-meaning reformer, "is that your mamma over yonder, with the beautiful set of furs?"

"Yes, sir," answered the bright lad.

"Well do you know what poor animal it is that has to suffer in order that your mamma might have the furs with which she adorns herself so proudly?"

"Yes, sir. My Papa."

—Exchange.

The patient teacher was trying to show the small boy how to read with expression.

"Where are you going," read Johnny laboriously, with no accent whatever.

"Try that again," said the teacher. "Read as if you were talking. Notice that mark at the end."

Johnny studied the interrogation mark a moment, and an idea seemed to dawn upon him; then he read out triumphantly: "Where are you going, little button hook?"

—Exchange.

Wrong Point of View

A young man seated in a train was sud-

Illinois \$5.75
Per Month

**The 21-Jewel
Bunn Special
made for
Railroad Men**

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denly addressed by the woman in the seat behind him:

"Pardon me, sir," she said, "but would you mind assisting me off at the next stop? You see, I am very large, and when I get off, I have to go backward, so the Conductor thinks I am trying to get aboard and helps me on again. He has done this three times.—Exchange.

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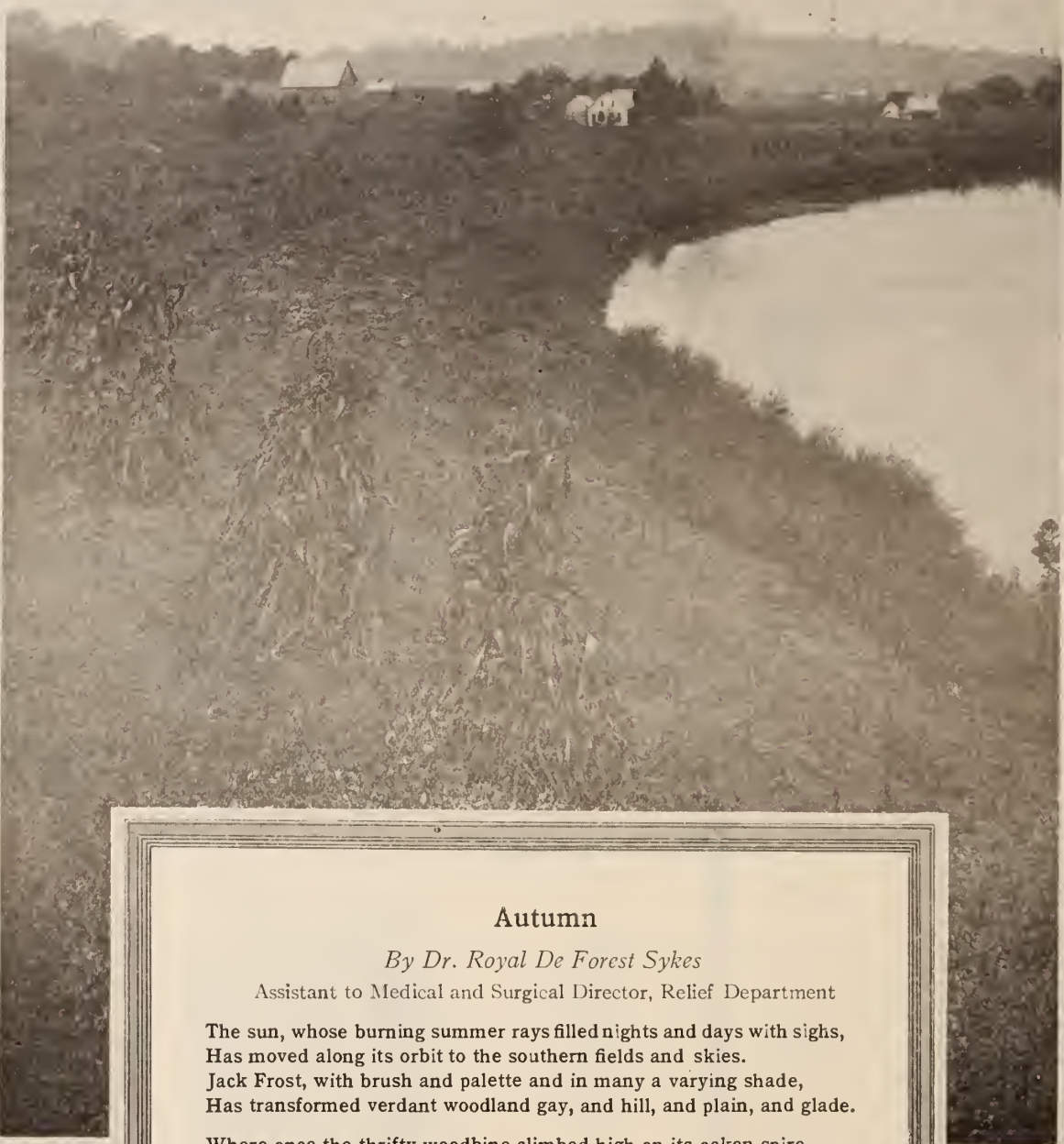
P. S.—Baltimore and Ohio employees are cordially invited to call and ask for our Mr. C. A. Richardson, for 38 years an employe of the Railroad, who will be glad to make them "at home" in our office.

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Teacher: "How do they get the water in the watermelon?"

Child: "They plant the seed in the spring."—Exchange.

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Autumn

By Dr. Royal De Forest Sykes

Assistant to Medical and Surgical Director, Relief Department

The sun, whose burning summer rays filled nights and days with sighs,
Has moved along its orbit to the southern fields and skies.
Jack Frost, with brush and palette and in many a varying shade,
Has transformed verdant woodland gay, and hill, and plain, and glade.

Where once the thrifty woodbine climbed high on its oaken spire,
In summer clothes of richest green, is now ablaze with fire;
The sumac and the maple trees their Springtime garb remould,
And fleck their frills and flounces bright with spots of red and gold.

The fields along the river, where the waving corn spread o'er,
Are now all wigwamed over from the hills down to the shore
With shocks of ripened fodder, all dry and brown and sear,
Each one a sombre warning that King Winter's drawing near.

The Interstate Commerce Commission Presents Tentative Plan for the Consolidation of the Railroads

PARAGRAPH 4 of section 5 of the Interstate Commerce Act reads as follows:

(4) The Commission shall as soon as practicable prepare and adopt a plan for the consolidation of the railway properties of the continental United States into a limited number of systems. In the division of such railways into such systems under such plan, competition shall be preserved as fully as possible and wherever practicable the existing routes and channels of trade and commerce shall be maintained. Subject to the foregoing requirements, the several systems shall be so arranged that the cost of transportation as between competitive systems and as related to the values of the properties through which the service is rendered shall be the same, so far as practicable, so that these systems can employ uniform rates in the movement of competitive traffic and under efficient management earn substantially the same rate of return upon the value of their respective railway properties.

The tentative plan prepared under this act for the consolidation of the railway properties of the continental United States into 19 systems with one alternative plan for the New England lines, was made public by the Interstate Commerce Commission on Wednesday, September 28, and served upon the railroads and state authorities as the basis for a plan to be ultimately adopted by the commission, after public hearings, the dates for which have not yet been announced.

Under the commission's direction, Professor William Z. Ripley of Harvard University has prepared a report which is printed as the appendix to the commission's report. In some respects the commission's tentative plan does not follow his recommendations, which propose 21 systems, but presents alternatives thereto for like consideration, the main differences being indicated. The commission says it has sought to minimize dismemberment of existing lines or systems and that this tentative plan is put forward in order to elicit a full record upon which the plan to be ultimately adopted can rest, and without a prejudgment of any matters which may be presented upon that record. Whenever a property is referred to in the tentative plan, the properties controlled thereby under

lease, stock ownership or otherwise should be understood as included unless otherwise indicated.

System No. 1 is the New York Central; System No. 2 is the Pennsylvania; and System No. 3, the Baltimore and Ohio, as proposed, is as follows:

SYSTEM NO. 3.

BALTIMORE AND OHIO.

Baltimore and Ohio.

Sandy Valley & Elkhorn.

Staten Island Rapid Transit.

Reading System, comprising the Philadelphia & Reading, Central Railroad of New Jersey, and various others.

Cincinnati, Indianapolis & Western.

Chicago, Indianapolis & Louisville.

New York, New Haven & Hartford.

Central New England.

Lehigh & New England.

Lehigh & Hudson.

NOTES:—The Baltimore & Ohio Chicago Terminal is reserved for consideration in connection with terminal situations.

The New York, New Haven & Hartford; Central New England; Lehigh and New England; and Lehigh and Hudson may be included in System No. 7, New England, or System No. 7a, New England-Great Lakes.

Professor Ripley's report does not include in the proposed Baltimore and Ohio group the four last railroads included in this group as proposed above in the tentative plan of the Commission, namely, the New York, New Haven and Hartford, Central New England, Lehigh and New England, Lehigh and Hudson. This fact should be remembered in reading Professor Ripley's discussion concerning his Baltimore and Ohio group, viz.:

Next in order of importance in trunk line territory is the Baltimore and Ohio system. Its location appears on map 4. (Note 1 below.) This property has less than one-

half of the mileage of the Pennsylvania. Its revenue ton-mileage in 1917 was scarcely more than one-third as great. It has a considerable extent, reaching Chicago and St. Louis and the neighborhood of Philadelphia upon its own rails, but it has no access of its own into New York, being dependent upon the favor of the Reading and the Central of New Jersey. It is a powerful trunk line, but with an extensive development only in the middle field of Ohio, West Virginia, and western Pennsylvania. It is attenuated both east and west. And in order to strengthen it financially and as a competitive factor throughout trunk line territory it needs upbuilding at each of its extremities. The problem with the Baltimore and Ohio, therefore, is to incorporate it with other properties which shall let it into New York and into good traffic-originating eastern territory and which shall also extend its mileage to the Michigan peninsula and far and out across Indiana and Illinois to connections other than through Chicago with trans-Mississippi systems. The first of these objects is accomplished by re-assignment to the Baltimore and Ohio of the Cincinnati, Indianapolis & Western Railroad. (Note 2 below.) This property was formerly a part of the Cincinnati, Hamilton & Dayton but was set off from it under reorganization. Its inclusion in the system, if this road were physically improved to standard, might also lead on, by means of trackage over the Chicago & Alton or the Illinois Central, for example, as shown by map 4, into the common gateway set up as a meetingpoint for all systems east and west at Peoria. (Note 1 below.)

The Baltimore and Ohio is also strengthened at its western end by inclusion of the Chicago, Indianapolis & Louisville, otherwise known as the Monon. (Note 3 below.) This road is now jointly controlled through stock ownership by the Southern Railway and the Louisville & Nashville; but as elsewhere set forth in chapter IV, it seems to be of little use to the Louisville & Nashville, which exchanges Chicago business primarily at Evansville. And, furthermore, the policy is definitely adopted in this plan of confining the southeastern systems closely within their own territory; stopping them, that is to say, at the Ohio River gateways.

Where to get Copies

Copies of the tentative plan of the Interstate Commerce Commission for the consolidation of railroads (document No. 12964) may be had from the Superintendent of Documents, Government Printing Office, Washington, D. C., at a cost of 30 cents each.

NOTE 1. Lack of space prevents the reproducing of the map in our magazine.—Ed.

NOTE 2. The Cincinnati, Indianapolis and Western runs from Cincinnati through Indianapolis to Springfield, Ill.—Ed.

NOTE 3. The Chicago, Indianapolis and Louisville has its principal northern terminals in Chicago and Michigan City; its principal southern terminals in Cincinnati and Louisville.—Ed.

This policy releases the Monon and permits it to be built into the Baltimore and Ohio, giving it direct connection between Louisville, Indianapolis, and Chicago. An identity of interest, manifested in the past by the joint maintenance of passenger and freight service by the Baltimore and Ohio and the Monon between Cincinnati and Chicago, is thus revived.

The outstanding problem as respects up-building the Baltimore and Ohio system has to do with the status of the Philadelphia & Reading Railroad. Shall it be incorporated therein or treated as an independent terminal not unlike New England? Its location is such that close relationship through ownership and interchange of traffic with the Baltimore and Ohio has subsisted for many years, and it is now proposed that it be completely merged in the Baltimore and Ohio system. But the relationship of the Reading to the other trunk lines and its strategic location in the heart of one of the greatest industrial districts in the United States render this a difficult matter to decide. On the one hand its essential relation to the Baltimore and Ohio must be conceded, but on the other it is of the utmost importance that the general interest of the other trunk lines in this territory should not be placed in jeopardy.

Independent entrance into New York over its own rails is essential to a Baltimore and Ohio group if it is to continue to compete effectively with the other systems. At present it is dependent upon the Philadelphia & Reading and the Central of New Jersey, not even having trackage rights, but turning over its trains beyond Philadelphia to those roads for operation. It is necessary for improvement of the service, and the public would be correspondingly benefited, if the Baltimore and Ohio were enabled to operate its own trains with its own crews and engines into New York. It already owns substantial freight terminals on Staten Island, with a warehouse and delivery yard on Manhattan Island. But these properties, operated with Baltimore and Ohio forces, are obliged to use other roads as an approach. The satisfaction of this need is imperative. Either full trackage rights from Philadelphia to New York must be given, or the Reading and the Central of New Jersey should be incorporated in the Baltimore and Ohio system. Decision upon this important point compels a somewhat detailed examination of the relation of the Reading and of the Central of New Jersey to the other trunk lines. Choice must be made apparently between the alternatives: first, of treating the Philadelphia & Reading and the Central of New Jersey as a part of the Baltimore and Ohio system; and, secondly, of conceding the joint interest of the other trunk lines in this great industrial section by assignment of an independent neutral status to these properties, treating them primarily as open terminals.

As to corporate relationships, the Baltimore and Ohio seems to have sought, first

among the trunk lines, to protect its interest by a purchase in 1901 of 43.3 per cent. of the stock of the Reading Company. Then through partial control by the Pennsylvania system of the Baltimore and Ohio Railroad, and because of powerful banking interests in New York, a so-called gentlemen's agreement for the preservation of the status quo in trunk line territory was entered into. The outcome was the assurance of a balance of power through division of the Baltimore and Ohio investment in the Reading in equal measure with the Lake Shore. The New York Central, owning 90.6 per cent. of stock of the Lake Shore, thus got 21.66 per cent of the stock of the Reading, an amount precisely equal to the investment of the Baltimore and Ohio therein. The Pennsylvania, under pressure of public opinion, after 1906, withdrew from this Baltimore and Ohio investment. But the New York Central has remained an equal participant in ownership. The combined holdings, in equal shares, of the Baltimore and Ohio and New York Central in the Reading are as follows:

	Stock owned.	Percentage of whole.
First preferred.....	242,600 shares	43.32
Second preferred.....	570,600 shares	67.93
Common.....	400,100 shares	28.58
Total.....	1,213,300 shares	43.33

This intercorporate relationship, it is believed, is not in the public interest in the long run. It savors too much of a deadlock. Responsibility for efficient management shall be focused upon one prime owner. The complete merger of the Reading railroad properties in the Baltimore and Ohio

should, however, if it be recommended, recognize the traffic interest of the New York Central, which should be afforded every measure of protection short of actual ownership.

The geographic location of the various properties, and especially the part played by the Reading in the formation of through routes to the west, is set forth in the accompanying (folded) map. (Note 1 below.) This shows that the Baltimore and Ohio, which terminates at Philadelphia, is absolutely dependent upon the Reading, and through it upon the Central Railroad of New Jersey, for an entrance into New York. But the same map shows that the New York Central Railroad is also dependent for a direct route from the west from Newberry Junction (Williamsport) both into New York and into Philadelphia and the surrounding industrial territory. This dependence of the New York Central is even more clearly indicated upon the large map (3). (Note 1 below.) Large quantities of coal and other freight from the lines west of Williamsport reach tidewater at New York in competition with both the Pennsylvania and the Baltimore and Ohio. Furthermore, the New York Central owns 80,000 acres of coal lands in Pennsylvania which deserve protection. A similar relationship on the part of the Pennsylvania obtains at Harrisburg. The Reading from this point, and especially in connection with the Central Railroad of New Jersey through Allentown, affords a line which cuts straight across to New York, avoiding the congestion about Philadelphia entirely. But it is also true

NOTE 1. Lack of space prevents the reproducing of the map in our Magazine.—Ed.

"Cincinnatus" Sends a Bouquet to Mr. Baugh

"Cincinnatus" is the pen name of a writer who conducts a department in the Cincinnati Post.

Remembering that newspapers have an almost unvarying rule to sell advertising and not give it away, it strikes one that the writer of this editorial compliment to our dining car service must have had a square meal, indeed, when in a recent issue of his paper, he said:

To Dining Car Stewards—

Dear Stewards: Some of you probably never glance at the menus of first-class hotels and restaurants and fix your prices accordingly. Eating on dining cars on some railroads is almost prohibited by prices. I want to take this opportunity to compliment the Baltimore and Ohio dining service. The food is good and the prices are reasonable. Others could be of more service to travelers if they followed suit. Yours for cheaper food.

Cincinnatus.

Come again, "Cincinnatus"—we feel sure of your continued appreciation so long as it waits on appetite and satisfaction, when you visit the Baltimore and Ohio!

that in even greater degree the Baltimore and Ohio is dependent upon the Reading, not alone for its entrance into New York north of Philadelphia, as above stated, but also because of its dependence upon a cross-country interior route for its immense coal tonnage destined for the Reading industrial territory and for all of New England, which lies beyond. This interior route is best shown upon the large map (4) of the Baltimore and Ohio system. (Note 1 below.) For a generation an enormous coal tonnage has customarily left the line of the Baltimore and Ohio west of Hagerstown Md., and has passed north from that point up the Cumberland Valley (Pennsylvania Railroad) to Shippensburg on the Reading, and so on to the northeast over the connecting link of the Lehigh & Hudson to Maybrook, N. Y., and the entire New Haven system. Another connecting link is the Western Maryland, which parallels the Cumberland Valley and admits the Baltimore and Ohio to the Reading rails at Lurgan. This is the historic interior short route, avoiding Philadelphia and New York, parallel with the seaboard, up to the northeast. The interest of the Baltimore and Ohio in the full utilization of this route must be conceded. The detail may, for a moment, be neglected of the dependence for a connection between the two systems upon either the Cumberland Valley (Pennsylvania Railroad) or the Western Maryland over the short stretch of intervening country. The dotted lines of the Western Maryland on the large map (6) indicate this relationship. (Note 1 below.) And it will in due time call for consideration of the status of the Western Maryland itself. But for the moment attention must be concentrated upon the Reading alone.

Such being the geographic conditions, what is the relative participation of these surrounding trunk lines in the Reading car movement? If it be established that the great trunk lines all participate in fairly equal measure, then the claim of the Baltimore and Ohio to inclusion of the Reading reduces itself solely to consideration of the terminal situation at New York. But if, on the other hand, a heavy predominance of Baltimore and Ohio interchange be established, its claim to control assumes a dual basis rather than one which is sole.

The facts as to car interchange for the typical month of October, 1920, are set forth in the accompanying diagram. (Note 1 below.) This shows the number of cars received by the Reading from each of its connections and in turn delivered over to them. The heavy New York Central interchange through Newberry Junction is at once apparent. It is sufficiently heavy to merit protection of this route, which is a direct freight line of importance to the country. It is, moreover, in effect a double-track road with one low-grade track. But, of course, the major interest of the New York Central in through business lies elsewhere. The suggestion has been made that the Central of New Jersey might be separately allocated to the New York Central to complete this route and also to give that system terminals on the West Shore. This will be considered in another connection. As to car interchange, the Baltimore and Ohio traffic enters not alone directly at Philadelphia, but, as above described, practically all of the Cumberland Valley and much of the Western Maryland business from the southwest originates on the Baltimore and Ohio. The net result is indicated for a typical month, October

1920, in the following table of car interchange with the Reading.

	Received.	Delivered.
Baltimore & Ohio (all points) ..	30,588	33,075
New York Central (all points) ..	21,773	17,586
Pennsylvania	19,313	21,285

This establishes the substantial interest of the three great trunk lines. But it also makes plain the predominant interest of the Baltimore and Ohio. The Reading received almost 40 per cent more cars from the Baltimore and Ohio than from the New York Central, and its deliveries were almost double. Baltimore and Ohio records indicate a total interchange of from 1,400 to 1,600 cars per day, which appears to be more than three times as much as the interchange with the other trunk lines. And this, business, be it observed, is more largely through business; whereas for the New York Central the preponderance is local to Reading territory, although New York takes a good deal. Furthermore, many of the large steel interests, at Bethlehem, for example, are entirely dependent upon Baltimore and Ohio coal. All of the facts, after duly weighing them, substantiate the claim of the Baltimore and Ohio on this ground alone to merger of the Reading. But it is equally true that the public interest will be subserved only by assurance of free utilization of the Reading and Central of New Jersey rails by the other surrounding railroads, especially the New York Central. This might be afforded in either one of two ways: The first would be as above mentioned, the consolidation of the Central of New Jersey with the Reading, reserving, however, to the New York Central trackage from the Williamsport gateway (Newberry Junction) through, by way of Tamaqua and Allentown, to Bound Brook and Jersey City. The alternative would be to give the main line of the Central Railroad of New Jersey (map 4) from Tamaqua to Jersey City to the New York Central, together with trackage on the Reading from Tamaqua on to Williamsport (Newberry Junction). (Note 1 below.) Possibly, also, the line up to Scranton might go with this main line. In this event there should be reserved to the Baltimore and Ohio, the Reading trackage rights from Allentown north and east. This would protect the Baltimore and Ohio through line via Harrisburg and Reading to New England and New York. The significant point is that both the New York Central and the Baltimore and Ohio have an interest in this Central of New Jersey property; and, whichever one takes it, protection for the through route of the other should be afforded. Incidentally, of course, provision would have to be made for some joint use of the valuable terminals of the Central Railroad of New Jersey at Jersey City, although the New York Central's West Shore yards certainly give it already more elbow room than the other roads enjoy.

The terminal situation at New York constitutes the other claim of the Baltimore

An Old Story on a New National Condition

Have you ever known one of those fellows who always knows of a story that will illustrate a point or condition that is not clear?

We have all read about Capital vs. Labor until we are sick of it and wish that there was a censor on the newspapers to prevent them printing any more stuff on this subject. But in the Philadelphia Ledger one morning recently, one of these "story" fellows pulled a good one on Capital and Labor and the story he told is older than you or I.

Read it:

"One fine day it occurred to the Members of the Body that they were doing all the work, and the Belly was having all the food. So they held a meeting, and after a long discussion decided to strike work 'till the Belly consented to take its proper share of work. So after a day or two the Hands refused to take the food, the Mouth refused to receive it and the Teeth had no work to do. But after a day or two the Members began to find that they themselves were not in a very active condition; the Hands could hardly move, the Mouth was all parched and dry, while the Legs were unable to support the rest. So thus they found that even the Belly in its dull, quiet way was doing necessary work for the Body, and that all must work together or the Body go to pieces."

Where do you suppose that is to be found?

Right you are, in Aesop's Fables.

—Thermoid News.

Note 1—Lack of space prevents the reproducing of the map in our Magazine.—Ed.

and Ohio to the Reading and the Central Railroad of New Jersey. The Baltimore and Ohio has a substantial investment in terminals on Staten Island and a large and constantly growing volume of traffic into New York. It ought not to be dependent upon mere running rights north of Philadelphia; but it ought to be in position to operate its own trains with its own crews and engines clear into the terminals. The coal and merchandise docks on Staten Island and the warehouses and delivery yards on Manhattan Island are operated with Baltimore and Ohio forces; but from Cranford Junction to Philadelphia the Reading and the Central are merely used as a bridge. Some train crews run through to Cranford, and, contrariwise, some Reading crews run south to Wilmington. But much more efficient and satisfactory operating conditions would certainly result from single ownership and unified operation. The advantages were so manifest that under federal control the Director General placed the Reading, the Jersey Central, the Baltimore and Ohio, and the Western Maryland under one regional director.

Shall the Western Maryland be included in the Baltimore and Ohio trunk line group? Consideration of the large map (4) and the preceding text has indicated its importance as a connecting link from Cherry Run on the Baltimore and Ohio for an interior northeast route to New England and New York. (Note 1 below.) In some respects the Western Maryland would thus build in satisfactorily; but, on the other hand, it is apparent that the two lines practically parallel one another from the seaboard to western Pennsylvania. The Western Maryland would appear more satisfactorily to serve the public interest as a western outlet for a through route from Lake Erie via Pittsburgh. One such route by a short piece of intermediate construction could be formed with the Wheeling & Lake Erie. This is developed on map 6 by construction to Wheeling for the Nickel Plate-Lackawanna group. (Note 1 below.) Such was the relationship set up in the ill-fated Gould system many years ago. The project was actively revived before the war by Western Maryland interests. A natural through route is indicated, especially in connection with the now reorganized Pittsburgh & West Virginia terminals in Pittsburgh. This plan apparently succeeded the arrangements effected by the New York Central about 10 years ago under which the Western Maryland was built through from Cumberland, Md., to a connection at Connellsville with the Pittsburgh & Lake Erie (New York Central). But the elaborate traffic arrangements yielded little fruit. The Western Maryland is primarily a soft-coal road, with an eye to a trunk line future. And the New York Central with its heavy Pennsylvania coal investments is a direct competitor in the one respect as well as the

other. Moreover, the New York Central is already overwhelmingly predominant in the trunk line territory, while, as will appear, the minor systems are in need of upbuilding. These 750 miles of trunk line, therefore, ought to go elsewhere, as this experimental relationship has amply demonstrated.

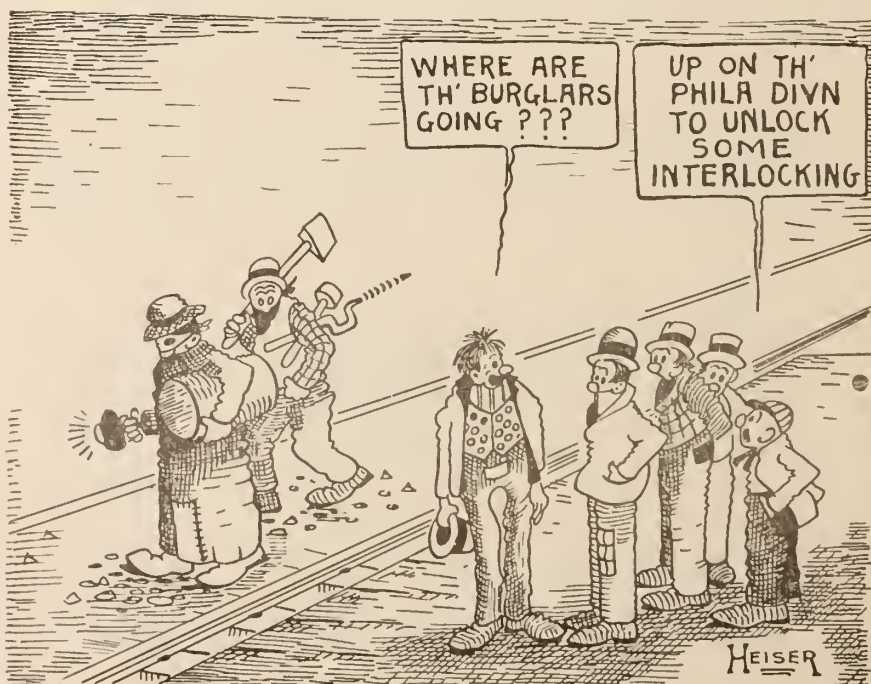
The real question in case of the Western Maryland, then, reduces itself to choice in its disposition between the Baltimore and Ohio and the Nickel Plate system. For it fails entirely to fit in with the Erie. From a traffic point of view it would strengthen either one. But then, again, there is a legal consideration which is significant. The ordinance of 1902, providing for the sale of the interest and claims of the city of Baltimore in the Western Maryland "as mortgagee, guarantor, stockholder, creditor, and lessor," contained the following proviso in section 1, paragraph 9:

That no title shall vest in the purchaser or purchasers of the stock of the Western Maryland Railroad, if sold to a railroad company now controlling, owning, or operating any lines or system of lines centering, terminating, or operating in the cities of Baltimore or Philadelphia. * * *

This legal obstacle, aiming to preserve competition at this port with the Baltimore and Ohio, taken in connection with the foregoing traffic considerations, leads to the conclusion that the Western Maryland must be treated otherwise than as a convenient supplement to the Reading and the Baltimore and Ohio. Nevertheless it is important that the Western Maryland be not pocketed at Baltimore against free movement to the northeast. Before 1906 the Baltimore and Ohio delivered all of its traffic to this company at Cherry Run. But when the Western Maryland became a competitor by westward extension to

Connellsville, the Baltimore and Ohio opened up a new connection at the Cumbo yard, dividing its business through the interior Reading route between the Cumberland Valley (Pennsylvania system) and the Western Maryland. Adequate protection through trackage or, possibly, with the development of business, through the construction of a new connecting link to supplement the existing lines constitutes a detail not necessary to work out in this plan. But the recommendation to exclude the Western Maryland from Baltimore and Ohio control is final.

A natural extension of the Baltimore and Ohio, based upon corporate and traffic relationships, would be the inclusion of the Pere Marquette. It is lightly dotted on map 4. (Note 1 below.) This property now drastically reorganized, would be an element of strength. Its inclusion would reestablish relationships disrupted by bankruptcy. The two roads have direct connection at Toledo, and operate a joint passenger service from Detroit to Cincinnati. The Pere Marquette makes use at Chicago of the Baltimore and Ohio terminals, and there, also, engages in certain joint operations. This would give the Baltimore and Ohio access freely to a Michigan ferry route, and an outlet to the northwest for its soft coal. But, after due consideration, as elsewhere discussed, it has appeared best to constitute an independent group of all of these Michigan properties, rather than to tie them up one by one to the five trunk line systems, permitting each one a line to the northwest by itself. The Baltimore and Ohio has no need of the Pere Marquette, if such action be taken. It does not seek preferred treatment in the peninsula, but should be protected against a closure of these ferry routes if the available lines are parceled out to others.



Note 1—Lack of space prevents the reproducing of the map in our Magazine.—Ed.

Read these

Stories of How Veterans and Other Employees Have Secured Substantial Business for the Baltimore and Ohio

Carloads of Freight to October 29 Are 2234; Passengers to October 24 Are 345

THE total number of cars of freight secured through the campaign started by our Veterans has now reached almost 2200. The work has been in progress for over six months, and although the Management is deeply appreciative of the work that has been done and the interest shown, it would belie the facts to say that we as employees have done as much as we could. The average revenue car loading a day on the Railroad is now between nine and ten thousand, a most encouraging increase, by the way, over what it was when the business getting drive began. But when it is considered that as a body of 50,000 and more employees, we have, during a period of over six months, been able to secure through individual solicitation only about one quarter the number of carloads that are daily being received on the system, it will be seen that through a drive that enlists any considerable proportion of all of those in the Baltimore and Ohio family, we would attain results that have not yet been approached.

We have tried through the MAGAZINE to make this campaign of as

much interest to our employees as possible, by letting the men on the firing line tell the stories of how they got the business, for we felt that in this way we would suggest to other employees as many avenues of solicitation as possible. We have told of solicitations on the trolley car, on the train, in the station, by way of club, lodge or other social affiliation, through relatives and through friends, and, best of all, in the way exemplified by some of our fine old veterans, namely, by "pounding pavements." In fact, every solicitation is a bit different from the other and each one offers a new suggestion to those other employees who would like to go out and get business.

The following stories are particularly interesting because they approach the subject of business getting from entirely different standpoints, and they all resulted in substantial business.

It is our hope that within the next few months the Management will see fit to make a fresh start in this campaign, and to organize the railroad thoroughly for it, for in our belief we have scarcely scratched the surface.

Here is a part of the very suggestive and interesting letter that Mr. Pritchett wrote us as to his method of getting business. The names of the firms have been eliminated for apparent reasons:

FLORA, ILLINOIS,

September 12, 1921.

My Dear Mr. Editor:

In passing over the division in the regular performance of my duties of trainmaster, I never pass an opportunity to solicit business. And I am constantly on the alert to secure, not only new business, but to hold that which we have. I find that this can be done in many ways, not only by personally soliciting the movement of freight itself, but in little acts that bind our patrons to us with bonds of friendship that naturally bring business.

There are so many different ways in which you can work to the interest of our patrons without detriment to the Company, that it would fill volumes to try to enumerate them. Here is a concrete example:

We have located at Vincennes, Indiana, a certain industry. Their conditions were bad, due to lack of room and their lack of ownership of ground for extension. I was after them constantly on account of close clearances which created a hazard to the switchmen. Yet with all of the nagging I did, I still retained them as friends and finally corrected the condition. This was due entirely to the fact that on each and every visit I made them, and they were frequent, I observed some condition of the plant or bad practice which meant waste to them, and in each and every instance I called their Superintendent's or General Manager's attention to it with the recommendation as to how it could be corrected.

While they realized that I came for the sole purpose of transacting company business and to bring pressure to bear upon them to provide proper clearance along the tracks, yet I was always welcome and cheerfully received. Their General Manager and Superintendent will tell you that it was through my efforts and recommendations with their President and Board of Directors that this plant was equipped with overhead traveling cranes at an expenditure of \$60,000, which worked great benefit to the company and at the same time enabled them to correct the conditions of complaint.

do

Trainmaster Pritchett Tells How He Got \$20,000 Worth of Business.

"Be fair, be friendly and courteous, and help the other fellow as you expect to be helped."

DURING the summer months. K. S. Pritchett, trainmaster at Flora, Illinois, secured almost \$20,000 worth of business from a single concern for the Railroad. It took a great deal of coaxing to get him to tell the story. He said that he only did his duty and that he didn't like to "blow his own horn," but he was finally persuaded that it was not for his benefit that we wanted the story, but for the good of the whole Railroad. Then he "came across."

This business did not come to him easily. It took many a solicitation, and from people who were well disposed toward him personally and to-

ward the Railroad, but who thought that we could not handle the business, the movement of trainloads of oil, to their satisfaction. Finally the chance was given us. It was, apparently, handled to the satisfaction of the shipper, but not to the entire satisfaction of Mr. Pritchett, and this notwithstanding the fact that he gave the movement his personal supervision. But he explained the slight delays in such a way to the shipper that the handling of the first train brought three more trainloads to our lines, and the prospect is that we will get considerably more of the business in the future than we have ever had.

Another time the—Company in converting their pumping station at—from steam to internal combustion engines, had sold eight carloads of pumping machinery to a firm in Lima, Ohio, on time limit delivery. They then found that they were up against it because it would take more time to secure authority to build a spur in their plant to enable them to handle machinery, than the time limit would allow. Their General Superintendent appealed to me. I surveyed the situation and recommended they make request upon us for the use of our relief derrick and train. This they did, and we loaded out this machinery for them in eight hours without the necessity of building a spur. We charged them a nice, but reasonable sum for the use of the derrick, secured eight carloads of business for Lima, saved them about \$1,100

in the handling and made friends of the local officers of this company. I feel sure that this will be of value to us for all time.

These are some of the few things that get business for the Railroad, and if our people who are constantly soliciting business are not making friends in ways other than a glad handshake, they are wasting their efforts in asking for the business. I find that when you are ever ready to help the other fellow it only requires a hint to have him repair to your relief when needed. I could write a book on how to get business, but it could all be summed up in the few words, "be fair, be friendly, courteous and help the other fellow as you expect to be helped."

Cordially yours,
(Signed) K. S. PRITCHETT,
Trainmaster

ture. Our individual station receipts will not be any heavier, because we are bound to get the freight at this point, but if we can get the entire haul instead of only a percentage, the Company's revenue will certainly benefit to some extent.

It seems to us that it would be a very good idea to watch the interline billing from points where we compete with other lines and solicit the entire haul for our Company at every receiving station which is not competitive.

In case you refer to this in the MAGAZINE, do not give the credit to the agent alone at this station, as Clerk Inhoff helped to get this business. We are not trying to advertise ourselves but would like to see more business on the line.

Yours truly,
(Signed) C. F. ENOCH, Agent

Agent Enoch Offers Practical Suggestion for Increasing Revenue at Non-Competitive Stations

ALMOST all of the business reported in our Veterans' solicitation campaign has been secured at competitive points—which is, of course, as it should be. There are undoubtedly many employes at non-competitive points, however, who have been anxious to do their bit in the campaign, and to them the following letter will be of especial interest:

BOSWELL, PA., September 28, 1921.
Editor, BALTIMORE AND OHIO MAGAZINE,
Baltimore, Md.

Dear Sir—We have been very much interested at this station in noting result of the freight solicitation campaign at the various points along the line. We note, however, that the business is solicited at competitive points, which is no doubt as it should be. It has occurred to the employes here that good results can also be obtained in various ways at points that are non-competitive, even at such stations as small as this. To illustrate:

A short time since, we noted a party of six Italians who desired to purchase tickets to Johnstown, Pa. As they had quite a quantity of baggage with them, inquiry was made as to their actual destination, when it was found they intended to travel from Johnstown to New York over another line. It took some hard work to get this party over our line to New York City, but we got them.

A few days later, we managed to get two and one-half fares to St. Louis and, as in the previous instance, the people had intended to travel via Johnstown. The difference in passenger revenue to our Company for the two cases was \$155.11, while we also had excess baggage amounting to \$18.77 which was about \$15.00 more than if we had permitted them to travel to Johnstown only over our line.

The following instance is somewhat dif-

ferent and the moral plain: A shipment of freight from a point on our lines was badly delayed. When it arrived, we found that it had been billed out over another line, which accounted for a delay of about ten days. We called the consignee's attention to the cause of the delay and advised him that if he had ordered the goods shipped via the Baltimore and Ohio, we would have been able to deliver it to him in 48 hours and that there would have been no transfers en-route. As the shipment was made from Pittsburgh and that point loads a merchandise car to Boswell, the consignee readily understood how he could benefit by ordering his shipments over our line and promised us that he would see that we got the entire revenue in the fu-

Agent Mulvey Changed Their Minds!

PITTSBURGH, PA., October 6, 1921
Editor, MAGAZINE
Baltimore, Md.

Dear Sir:—On September 21, T. O. Mulvey, agent at West Newton, Pa., received information of a party of 17 who were contemplating a trip to Washington, D. C., from Monesson, Pa. to Pittsburgh, Pa., via the ——— R. R. and from Pittsburgh, Pa., to Washington, D. C., via the ——— Railroad. He got in touch with one of the party and solicited this business, securing 16 tickets, including Pullman transportation from West Newton, and arranged for one from Pittsburgh and

RETURNS OF FREIGHT SOLICITATION CARDS BY BALTIMORE AND OHIO VETERANS AND OTHER EMPLOYES, SEPTEMBER 3 TO OCTOBER 22, INCLUSIVE

VETERAN	COMMODITY	QUANTITY	MOVEMENT
N. H. Childs, asst. agent, Warren, Ohio.	Tank material.	2 carloads	Warren, Ohio, to Cement, Okla.
J. E. Sentman, road foreman of engines, Philadelphia, Pa.	Horses.....	3 carloads	Camp Meade, Md., to Philadelphia, Pa.
J. E. Sentman.....	Mules.....	3 carloads	Camp Meade, Md., to Philadelphia, Pa.
George Metcalf, boilermaker helper, 316 High St., Garrett, Ind.	Pig iron.....	All future carload shipments, 3-4 per week.	Hamilton, Ohio, to Flint, Mich.
George Metcalf.....	Blocks.....	3 cars per week.	Palatka, Fla., to Flint, Mich.
George Metcalf.....	Turpentine....	1 carload.	Goodway, Ala., via Cincinnati.
F. W. Melis, export clerk, Locust Point, Md.	Bran.....	1 carload.	Beardstown, Ill., to Strongville, Ohio.
F. W. Melis.....	Flour.....	1 carload.	Beardstown, Ill., to New York City.
James L. Montgomery, Toledo, Ohio.	Plate glass....	1 carload.	Butler, Pa., to Detroit, Mich.
James L. Montgomery.....	Plate glass....	1 carload.	Kane, Pa., to Toledo, Ohio.
James L. Montgomery.....	Plate glass....	1 carload.	Kane, Pa., to Detroit, Mich.

an extra Pullman car being attached to Train 18 on the night of the 22nd of September.

Yours truly,
(Signed) J. S. BELTZ,
Superintendent

Brakeman Artman Gets Passenger Business

The following is but one of many appreciative letters sent by our officers to employees who have secured business for the Company:

CINCINNATI, OHIO,
September 9, 1921.

MR. FRED ARTMAN,
Passenger Brakeman,
Indiana-Illinois Div.,
Cincinnati, Ohio.

Mr. E. D. Ainslie at St. Louis, advises that you have been very energetic in securing passengers via our line to St. Louis, just recently securing two tickets for San Francisco. You can rest assured that we

appreciate this very much indeed, and hope you will find it consistent to keep up the good work, as we certainly need all the business we can get, and with this kind of cooperation can no doubt secure a great deal of business which would otherwise be lost to us.

Thanking you for and assuring you of our appreciation of the interest you have been taking, I am,

Yours very truly,
(Signed) GEO. W. SQUIGGINS,
G. P. A.

Visualizing the Railroad

By J. A. Rupp

Office of Assistant Comptroller

AN official of the Company once told his office workers that they should learn to visualize the Railroad. He said:

"We ought to see the wheels go 'round, by visiting the stations, yards



Passenger Brakeman Fred Artman

and shops, and observing what 'the other fellow' is doing."

This is indeed sound advice, and it behooves us, for instance, when, day after day, and month after month, we are putting down figures pertaining to the cost of fuel, to actually picture in our mind's eye the fireman shoveling the coal from the tender.

We can broaden our vision by making trips along the road (made easily possible by means of the passes provided us through the courtesy of the Railroad). Here we can see the whys and wherefors of our own work, and so be enabled to get out of the rut into which we may have unconsciously drifted.

Errata

On page 26 of the August issue the name of the man whose picture was reproduced in the lower left hand corner should have been given as Boilermaker William Guinch, instead of Master Mechanic Deems.

On page 6 of the October issue, the middle initial in the name of the author, Engineer of Bridges Lang, was given as "H" and it should have been "G".

No Secret

There is no secret about the way our Veterans have been getting business.

They believe in the
Baltimore and
Ohio! Do
you?

Then won't you try to do likewise?

RETURNS OF PASSENGER SOLICITATION CARDS BY BALTIMORE AND OHIO VETERANS AND OTHER EMPLOYES, FIVE WEEKS ENDING OCTOBER 24

VETERAN	PERSON SOLICITED	No. PASSENGERS	MOVEMENT
W. H. Arnold, 115 Elmwood Ave., Newark, Ohio.	Earl E. McMahan, Newark, Ohio.	1	Newark, Ohio, to St. Louis, Mo.
W. H. Arnold,	Earl E. McMahan, Newark, Ohio.	1	Newark, Ohio, to St. Louis, Mo.
Christian Ritter, Baltimore, Md.	Rose Kelly, Baltimore, Md.	1	Baltimore, Md., to Killdeer, N. D.
H. B. McKinley, Washington, Pa.	J. F. Curran, and one Washington, Pa.	2	Washington, Pa., to Atlantic City, N.J.
John Cummins, Wheeling, W. Va.	George Cummings, Wheeling, W. Va.	1	Wheeling, W. Va., to Minneapolis, Minn.
D. H. Moriarty, Newark, Ohio.	Mr. & Mrs. H. O. H. Buchanan, Newark, Ohio.	2	Newark, Ohio, to Kent, Ohio and return.
D. H. Moriarty,	Mr. & Mrs. Henthorne.	2	Newark, Ohio, to Toledo, Ohio.
F. J. Schultz, asst. freight agent, Toledo, Ohio.	Knights of Khorasan, Toledo, Ohio.	97	Toledo, Ohio, to Chattanooga, Tenn., and return.
F. J. Schultz,	Knights of Khorasan, Detroit, Mich.	40	Detroit, Mich., to Chattanooga, Tenn. and return.
G. W. Shepard, 408 S. Calhoun St., Baltimore, Md.	William Mallson, Baltimore, Md.	1	Baltimore, Md., to Philadelphia, Pa. and return.
A. S. Wilson, agent, Niles, Ohio.	Mrs. James Bowden, Niles, Ohio.	1	Youngstown, Ohio, to Philadelphia, Pa. and return.
A. S. Wilson, agent,	Harry Slick, Youngstown, Ohio.	1	Youngstown, Ohio, to Hagerstown, Md.
J. B. Tichenor, cashier, Niles, Ohio.	Clarence Hall, Youngstown, Ohio.	1	Youngstown, Ohio, to Chicago, Ill., enroute Albuquerque, N. M.
J. L. Montgomery, Newark, Ohio.	Miss Emma B. Shrock, Newark, Ohio.	1	Newark, Ohio, to St. Louis, Mo.
C. Ritter, signal rep., 2608 Huntington Ave., Baltimore, Md.	Mrs. Eugene F. Cordell, 257 W. Hoffman St., Baltimore, Md.	1	Baltimore, Md., to New York City and return.
Mr. Rose, agent, Renfrew, Pa.		6	Homestead, Ky., to Cincinnati and Pittsburgh, Pa.
Howard Huddman, pensioned train baggageman, Zanesville, Ohio.		1	Zanesville, Ohio, to Sidney, Neb.
Howard Huddman,		1	Zanesville, Ohio, to Cedar Rapids, Ia.



Historic Relay

By J. A. Byrne
Baltimore and Ohio Gardener

COMPARATIVELY few of the many railroad men and passengers who daily pass the station at Relay know the interesting history of the town and station, or how the place came to be called by that name. Yet there is no place on our line more intimately connected with the development of our great railroad system than this pretty Maryland town. Relay was the first terminal of the Baltimore and Ohio and on the line between Baltimore and Ellicott's City (then called Ellicott's Mills) where was run the historic race between the horse and the locomotive.

When the Baltimore and Ohio Railroad commenced operation in 1828 the cars were drawn by horses. The first station was in Baltimore, on Pratt Street near Charles. From there the tracks ran out Pratt to Poppleton Street, where the second station was built. This building, the oldest railroad station in the United States standing, is still being used and on it is a bronze tablet giving its interesting history.

From this station the line ran to a point just west of the present St. Denis station, following about the same route as do the present freight tracks from Mount Clare. From this point it ran straight ahead until the county road was crossed. There the first terminal station was built, upon the site now occupied by the stables connected with the coal and lumber yards, which can be seen in passing.

The First Terminal

This station remained the terminal of the road for some time. Then the

line was extended to Ellicott's Mills. Fresh horses, called a "relay," were required to cover this additional distance, and, as the change of horses was made at the terminal, the name "Relay" was gradually applied to the station and its vicinity.

Changes in the Line

When the line was extended to Ellicott's Mills the tracks ran along the bluff at the southern edge of what is now the park at Relay station, passing close to where the monument at the end of the stone bridge now stands, and following the windings of the Patapsco to Ellicott's Mills. The rails used on the entire line were flat bars of iron, fastened to long blocks of granite. The ends of these bars occasionally became loose and sprang up, with disastrous results to the floors of the passing cars. Some of these granite ties, with the rust marks from the rails still showing plainly, were found near the Relay station not long ago.

Later, when the Washington Branch was being built, the tracks were diverged from the old road-bed just west of the present St. Denis station and the line constructed over the same ground as the present one. A new station was built about where the freight house on the eastern end of the Relay platform now stands. From there the tracks swerved a little toward the north, hugging the base of the hill, and crossed the other tracks at grade. There were a number of bad accidents at this crossing and it was done away with (about 1852) by opening a cut where the Main Line now runs.

Famous Viaduct at Relay

While the stone bridge at Relay was being built it was called "Latrobe's Folly." In the years of 1834 and 1835, while under construction, this eight arch stone bridge, 725 feet long and 65 feet high, was considered a great engineering feat. H. B. Latrobe, the engineer who designed the structure, met with much opposition, many other engineers thinking that it was impossible to build a railroad bridge according to his plans. He persisted, however, and time has fully justified his faith in himself and in his bridge, for the bridge is still in service—one of the oldest stone-arch railroad viaducts in the world. Notwithstanding the enormous increase in the weight of trains it has proved itself capable of bearing any required weight.

The mound of rock that was left when the Main Line cut was being made was later removed and the stone used in ballasting the road-bed of the cut-off between Carroll's Switch and West Baltimore.

First "Mealing Stations"

A few years later the Baltimore and Ohio decided to build a hotel or "mealing station" on this site. While there were rooms where an ill or very tired passenger might rest for a day or so, there were no accommodations for permanent guests and the railroad's sole desire was to increase the comfort of its passengers. Up to that time passengers on both steam and stage lines were inclined to look upon mealing stations as rather gruesome jokes. The food was usually so hot, or else delayed so long, that the time allowed for the stop had almost expired before the hungry travelers could commence eating.

In order to remedy these conditions, the Baltimore and Ohio determined to establish its own mealing stations, and to see that its patrons got plenty of good food and had a comfortable period of time in which to eat. To keep the passengers from being made uneasy by the fear that their train would leave without them, the conductor was served at a table in full view of all the others in the room, and did not rise from his place until it was almost time for the train to leave.

For the convenience of those who only desired light refreshment, a lunch counter was established in the large waiting room. The hotel was surrounded by beautiful grounds, where those who so wished could wander among the flowers and shrubbery. This building is said to have been the first in the United States to

be erected by a railroad for the comfort and convenience of its patrons. The Viaduct Hotel was famous, and I have often heard people say that they would not think of passing Relay without entering the hotel to drink a cup of coffee. Mr. Sharp, at that time the head of the hotel service, would often say that he was not at all dissatisfied if the hotel did not make a profit—that the good will and advertisement secured by our road was a sufficient return on the investment. The officials of the Baltimore and Ohio Railroad thought then, as they do now, that the public appreciates good service, and that if everything possible is done for the comfort and convenience of travelers, they will use our road again, and induce their friends to use it.

The small station on the site of the present freight house was used until about 1860, when a much larger one was built on the opposite side of the track, just west of where the switch tower recently stood. This station was used during the Civil War and until October 1873, when the Viaduct Hotel was opened.

The Patron "Saint Denis"

Although Relay and St. Denis are practically the same town, St. Denis, until quite recently, was the post office. In the early days of the railroad a politician of some note, one Denis A. Smith (I think he was State Treasurer) bought property at the junction of what is now Sutton Avenue and the Washington Road and built the stone house which still stands there. Mr. Smith was a high-roller and entertained extensively. On account of the wild doings at his house some of his associates sarcastically nicknamed him "St. Denis." When the postoffice, which he was largely instrumental in having established, was built, it was named after his nickname, and continued to be so called until quite recently.

There are several interesting old houses in Relay. Among them is one on the Company's farm, built of bricks brought from England. The interior woodwork also came from over the sea.

How Rolling Road Got Its Name—Other Historic Roads

A hundred years ago, when Maryland was a great tobacco growing State, there were no railroads to ship by, and few, if any, of the wagons and carts of the period were strong enough to carry a hogshead of tobacco. So other means of getting the tobacco to market had to be devised.

The method most in use was to put a stout pole through the center of the hogshead, allowing it to project about three feet at each end. Three or four men were required to handle each hogshead, two of them being provided with stout handspikes. They rolled the hogsheads along the road, and, if one end got too far ahead, one of them would put his hand spike in front of the pole and hold that end back. It was hard work getting these hogsheads up hill, and pretty nearly as hard work getting them down. Going down hill a man would stand at each end and put his hand spike in front of, and under, the pole, to act as a brake to check the speed. The other men kept in front and backed down hill, pushing against the hogshead to keep it from getting away from them. This method of transportation accounts for many of our crooked roads—they were built to avoid hills and soft spots.

Rolling Road, which crosses our tracks near the station, got its name from this method of taking tobacco to market. The low field along the river bank, opposite the end of the road, was once a part of the river bed and there was a wharf there. Tobacco planters from Howard and Baltimore Counties, as well as those from Carroll and Frederick, rolled their hogsheads of tobacco to this wharf, for shipment in coasting schooners. Nearby was a shipyard, in which some of the best boats that traded along the coast were built. A man who died in Elkridge a few years ago remembered loading boats at the Elkridge wharf, in existence after the Relay wharf had disappeared.

In revolutionary days troops and supplies had to be moved over dirt roads. The upper part of the road which runs along the Patapsco, on the Baltimore County side, was built under the direction of General Washington. This road, known as the Gun Road, started from the Frederick road above Ilchester and ran down along the river to Avalon, where the troops either forded the river, or crossed in boats, and continued on to the Washington Road. This road was in use until the big freshet of 1868, when a good part of it at and below Ilchester was washed away.

On Rockburn Branch, about a mile west of Relay, on the Howard County side of the river, were two iron furnaces, in which was smelted the ore dug out of the hills above Upper Elkridge. On the Baltimore County side of the river was the Avalon Iron Works—a bustling plant that manufactured iron plates, bars and nails. These works were destroyed by the freshet of 1868.

Steamboat at Relay

It is not generally known that a small steamer plied the Patapsco as late as 1868. The owners of the iron works and Ross Winans (who did much toward the perfection of the freight locomotive, and who was owner of 700 acres of land in Relay), spent a great deal of money in straightening and deepening a channel as far up the river as the stone bridge. They then purchased a small tug and a number of scows. One wharf was built just below the stone bridge, on the Baltimore County side, and several on the shore of the Winans' farm. Pig and scrap iron was loaded on the scows at Baltimore and transported to the



Part of the garden at Relay station showing train from Washington Branch crossing old Thomas Viaduct



The Thomas Viaduct was once called "Latrobe's Folly," but is still in service—one of the oldest stone-arch railroad viaducts in the world

wharf at the bridge. It was then wagoned up to Avalon, and the manufactured iron hauled back and loaded on the scows, to be taken to the city.

The steamboat made several trips a week until the freshet of '68 completely destroyed both the channel and the wharves. On the morning of the freshet the boat was moored to a large willow tree at one of Winans' wharves. When the river began to rise four men climbed into the tree to make the rope fast higher up on the trunk. So rapid was the rise of the water that the fields were flooded while the men were working, and the tree washed away. One of the men remained on the tree until rescued near the Light Street bridge, but the others were drowned. This freshet carried away many houses in Ellicott's Mills, and many people lost their lives.

Before the opening of Druid Hill Park in Baltimore, Relay was a popular excursion ground and breathing spot for Baltimoreans. Near the station there was a grove of trees, in the center of which was a dancing pavilion and a band stand. During the summer scarcely a week passed without one or more excursions. Special trains brought the people from Baltimore early in the morning and in the evening, by loud whistle blasts, notified them that it was time to return home.

There was another excursion place at Relay, where there were various kinds of amusements, swings, flying horses, etc. The flying-horses were very different from those of the present time. A large pole was set up and guyed. It had four booms running out from it, securely guyed from the ends to the top of the pole. From the end of each of these four booms was suspended a frame in which there was a seat for two persons. When all these seats were

filled two men stationed near the center would push the booms around. A bowling alley was another popular place of amusement.

In my boyhood the gudgeon fishing was very good and was enjoyed by crowds of anglers from Baltimore. I



Relay station was formerly the Viaduct Hotel, the first railroad "mealing station." A glimpse of Mr. Byrne's property on the hill behind

have often seen both banks of the river so crowded with anglers that it was difficult to find a place from which to cast a line. This sport, and the places of amusement, were broken up by the Civil War.

Civil War Times

Although only one Confederate soldier ever appeared in Relay in uniform (he came to visit an aunt early in the war, before the Federal soldiers occupied the town, and was allowed to depart without molestation), the place was fortified, and soldiers were present in varying numbers all during the four year struggle. On account of its position, Relay was used as a concentration camp for troops who were held in readiness to be moved either south or west, as the needs of the military situation might require.

At the outbreak of war the military authorities realized that Relay was a point of great strategic value, and decided to occupy and fortify it. At that time it was the junction point of the Main Line and the Washington Branch, and the place where all passengers between the west and south had to change cars. All the traffic between north and south also passed this station, as the cars of the Pennsylvania were hauled from Baltimore to Washington over our tracks. There was then no Metropolitan Branch connecting Washington with the Main Line, so the capture of Relay or the destruction of the stone bridge by the Confederate troops would have been a great advantage to the cause of the South.

A few days after Fort Sumter was fired upon the writer's father, Andrew Byrne, who was baggageman at Relay, noticed two men, who had driven out from Baltimore in a carriage, engaged in examining the bridge. The men finally seemed to agree upon a spot suitable for their purpose, and drove away. My father, who had become suspicious, at once went to Baltimore and informed Mr. England, one of our railroad officials, that he suspected a



Looking up the valley through which the winding Patapsco flows

plot to destroy the bridge. Mr. England gave orders that trackmen were to guard the bridge day and night. This was done for a few days, until, one Sunday morning, a train discharged a detachment of soldiers at the Lawyers' Hill crossing. These soldiers took possession of the roads and the stone bridge, making all who wished to cross the river go around by the Washington Road bridge. After some delay they marched to a nearby hill and encamped. They soon built a small fort on this hill, mounting two guns and commanding the stone bridge. Later they built another small fort, just west of the present Relay station, also mounting two guns and commanding the bridge.

This detachment was soon followed by other regiments, who encamped in the neighborhood. Barracks and a hospital were built on the Walze property.

When the engineers who had charge of building the Federal Hill fortifications in Baltimore finished that work they came to Relay and laid out earthworks, mounting seven twelve-pound guns, a thirty-four pounder and a heavy howitzer. There were also two twelve-pounders mounted outside the gate of the fort. This fort, which stood on the bluff above the Viaduct Hotel and commanded the stone bridge and the river valley, was called Fort Dix, after General John A. Dix. These works have long since been leveled and my house stands on the spot where the thirty-four pounder was mounted.

Soldiers occupied Relay until the end of the war. The drill ground was where the village of St. Denis now stands, then open fields. Almost every day the regiments, a band or drum and fife corps at the head of each, would march from their encampments to the drill ground, there to go through their drills for hours at a time.

The soldiers were usually dissatisfied with their food and would often forage around the surrounding country, searching for something better, robbing chicken coops, meat houses and dairies—no place that contained anything eatable was safe from them. When caught in these depredations they were punished, often in a way amusing to bystanders but decidedly uncomfortable for the offender. The usual way of punishing a chicken thief was to knock the head and bottom out of a barrel, fix it over the body so that the head and legs protruded and place cards, bearing the words "CHICKEN THIEF" in large letters, at the front and back of the barrel. Thus attired the guilty

one was forced to march up and down the Relay station platform all day—the guard on duty there keeping him moving. For other offenses the culprit was forced to march up and down the platform with his knapsack filled with stones.

When the soldiers needed wood or straw they usually took it without troubling the owner by asking his permission. One day a party of soldiers, under the command of a non-commissioned officer, struck a snag while engaged in a search for straw.

They went to a farm and started to take the straw from a stack. The farmer, not wishing to get in trouble, made but slight objection. Not so his wife.

"Have you a quartermaster's order for that straw?" she demanded.

"Don't need one," replied the non-com. "Go on—load it up," he added to the soldiers.

The farmer's wife drew a pistol from under her apron.

"I'll shoot the first man who puts a fork in that straw without an order," she declared, a dangerous glitter in her eye.

The non-commissioned officer got the order and the woman allowed them to take the straw, knowing that, on the strength of the order, the government would pay her its value.

Toward the end of the war, and even after its close, passengers from the south and west would often ask where the great battle of Relay had been fought. They were incredulous when told that there had been no fighting anywhere near Relay, insisting that they had read accounts of the battle in their home papers.

A few Confederate soldiers got as far as Woodstock on the Main Line, and Beltsville on the Washington Branch, but no further. Relay was never seriously threatened.

In the territory that has been called Relay ever since the coming of the railroad there are now two thriving towns, one called by the original name of Relay and the other St. Denis.

At the time of the Civil War, when this section of the country was under martial law, there was little or no chance for real estate development. On Rolling Road there had been built but eight houses, five on the north side of the Railroad and three on the south side. Shortly after the war, a man bought a piece of property south of the present St. Denis station, and had it laid out in building lots. He then chartered trains to bring excursionists out from Baltimore to attend auctions of these lots, offering as an

inducement to buy, \$100 to the first purchaser, \$75 to the second and \$50 to the third. The first house was built by Michael Ready. This proposed village he named St. Denis.

Later on a Mr. Colbert bought some property on Rolling Road, just north of the present public school and built three or four houses on it. Then a Mr. J. P. Richardson bought the ground south of this to the railroad, on which he built two houses, and a Mr. McDonald, three. A Mr. Wallze afterward bought the property between the St. Denis estate and the Washington Road and sold it off in building lots. These men may be styled the "boomers" of Relay, for from their individual efforts has grown a suburban village which is a credit to the county.

Bonehead Dan

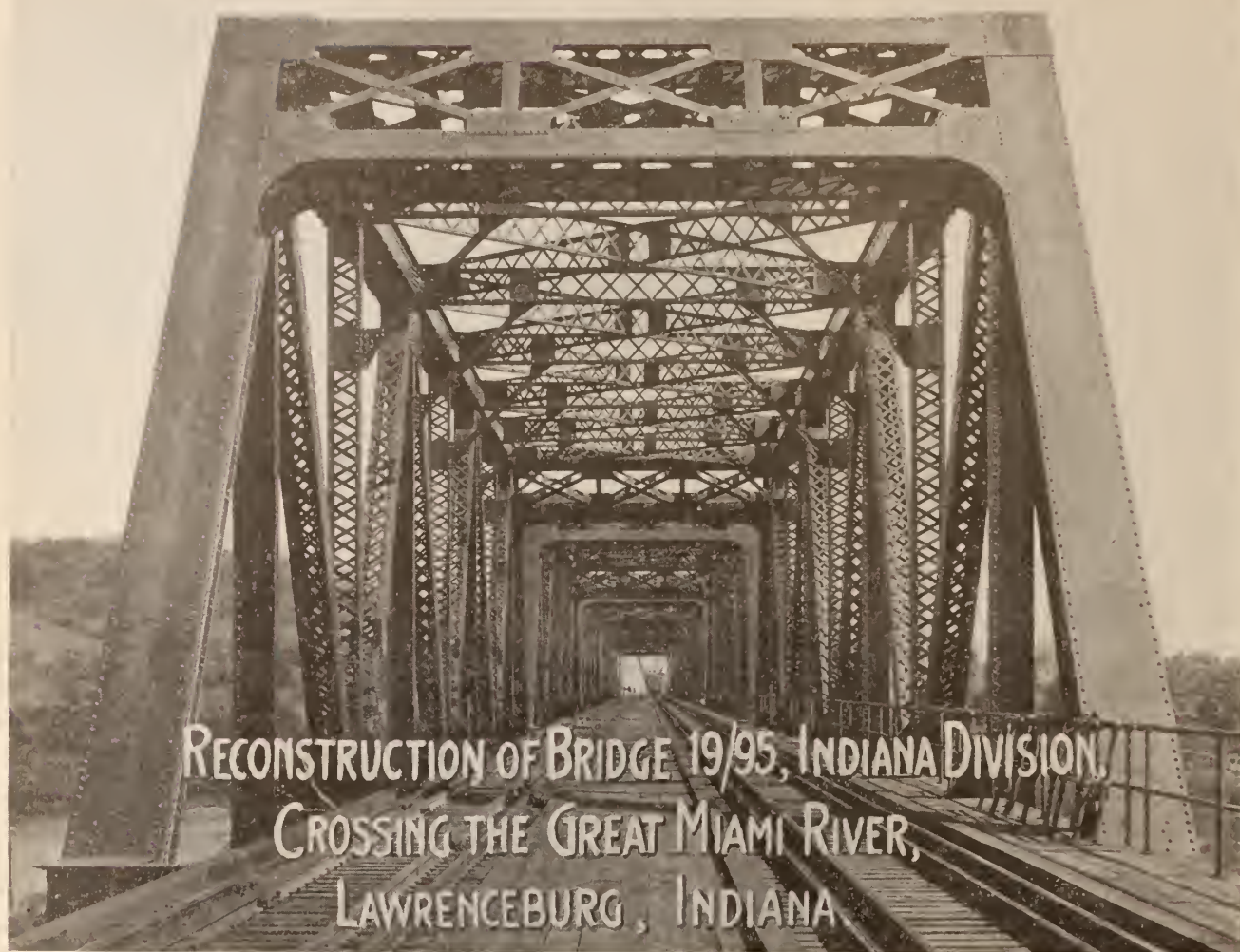
*Verses and Illustration by
Robert L. Heiser*



When th' rain is fallin',
Local comin' back,
Queer mysterious stranger
Walkin' up th' track.
Look out local!
Look out man!
Somethin's gonna happen
To bonehead Dan.

Umbrella open,
Can't see a thing.
Nothin' in his head—
Ring bell, ring!
Got a head all right,
Plain you can see that,
But th' only thing it carries
Is an old derby hat.

Hear th' bells a ringin'?
Loud and long!
Naw—'tain't no weddin'
Nor 'tain't no song,
Somethin's gone and happened
Just like I said,
That old derby hat
Ain't got no head.



By P. G. Lang, Jr., Engineer of Bridges

ON October 1, 1921, the Baltimore and Ohio Railroad opened to traffic the new double-track bridge crossing the Great Miami River, between North Bend, Ohio and Lawrenceburg, Ind. This structure consists of six 210-foot through truss spans, with two 45-foot deck plate girder approach spans at each end, and has a total length of 1,441 feet.

The vicinity in which this bridge is located is of historic interest. At various times when excavation has been made in connection with masonry work at this point, Indian relics have been found, including stone tomahawks, mortars for grinding small quantities of meal, and flint arrow heads. The homestead of President William Henry Harrison, "Old Tippecanoe," was near the site of this bridge, and his tomb is located at North Bend, Ohio, three or four miles east of the Great Miami River crossing.

The portion of the road on which this crossing occurs, namely the line between Cincinnati and East Saint Louis, was originally known as the Ohio and Mississippi Railroad, incorporated February 14, 1848, and opened to traffic in 1857, prior to which latter year, undoubtedly, the first bridge crossing the Great Miami River at this point was completed.

The original structure consisted of truss spans, probably of timber construction. It is apparent that, at some later date, the bridge was changed to a structure consisting of three spans of iron Fink trusses. In 1894 the bridge was again reconstructed, and three 210-foot through truss spans were placed, with a 48-bent trestle approach at the west end. This bridge contained 1,013,000 pounds of metal, and its total length was 1,350 feet.

During the great flood which occurred in Ohio, Indiana and Illinois in March, 1913, the west pier of the

structure built in 1894 was destroyed, the two west spans carried out, and the major portion of the west end approach destroyed. The high water crest at this time was $2\frac{1}{2}$ feet above the base of rail. The construction of a temporary trestle spanning the river and the rebuilding of the trestle approach was begun on April 7, 1913, and traffic was restored at noon April 27, 1913, immediately subsequent to which the reconstruction of the west pier and the erection of two new steel spans proceeded. The pier was completed December 27, 1913, and the erection of the steel completed and traffic carried on the new pier and new steel spans January 31, 1914. This structure and all of its predecessors were single track.

Unusually severe weather occurred during the winter of 1917 and 1918, and, between 2.30 and 3.00 p. m., February 12, 1918, the three spans of this structure were overturned and destroyed, due to an accumula-

tion of ice above the bridge, which attained a height varying from 8 to 10 feet above top of rail. This condition was caused by a heavy ice gorge in the Ohio River, below Lawrenceburg, which retarded the flow of ice in the Great Miami River. When the ice gorge in the Ohio River, at Rising Sun, Ind., broke, at 2.05 p. m., February 12, 1918, the water in the Ohio River fell very rapidly, drawing the ice and water from the Great Miami, and created an ice pressure which it was impossible for this bridge to withstand. Between February 12, 1918 and October 1, 1921, when the structure was opened to traffic, Baltimore and Ohio Railroad trains were detoured.

The new bridge has its base of rail 10 feet higher than the other structures which existed at this point. This increased height, in conjunction with flood prevention work, has placed this bridge out of danger from floods. The substructure, consisting of seven main piers, two bank piers and two bank abutments, is entirely new; the seven main piers were carried down under air pressure to suitable foundation, the distance from base of rail to bottom of foundation being approximately 100 feet. In the sinking of these piers, reinforced concrete caissons, built at the sites of the respective piers, were used. In the new structure, the following quantities of material were used: concrete, 18,200 cubic yards; concrete piling, 4,300 linear feet; steel in superstructure, 8,000,000 pounds; timber in deck, 205,000 feet board measure.

In conjunction with the reconstruction of this bridge, a revision of line was made at the east end.

A total of 210,000 cubic yards of earth embankment was placed.

The new bridge, opened to traffic on October 1, is modern in every respect, designed for the heaviest motive power, with 14-foot track centers and overhead clearance of 25 feet. The total cost of the work is somewhat above \$2,000,000.

This work was handled by the Engineering Department of the Baltimore and Ohio Railroad, H. A. Lane, chief engineer, P. G. Lang, Jr., engineer of bridges, A. H. Griffith, district engineer. The superstructure was fabricated and erected by the American Bridge Company; practically all work in connection with the substructure, grading, etc., was done by the Vang Construction Company, Cumberland, Md.

Changes in Claim Department

The following changes are announced by C. W. Egan, general claim agent, effective November 1, 1921:

George W. Hesslau, division claim agent, Chicago Division, at Garrett, Ind., is transferred to the New Castle Division with headquarters at Youngstown, Ohio, vice Robert Childers, resigned.

J. L. Allen, division claim agent, Connellsville Division, at Rockwood, Pa., is transferred to the Chicago Division with headquarters at Garrett, Ind.

P. C. Dix, claim agent, located at Pittsburgh, Pa., is promoted to Division claim agent of the Connellsville Division with headquarters at Rockwood, Pa.

W. W. Baldwin is appointed claim agent; not assigned to any particular territory.

Bailing or Calking?

By F. L. Charles,

Assistant to General Freight Claim Agent

Like fishermen out on a choppy sea,
We were sailing along quite merrily,
When our old boat sprang a leak.
Excited and nervous we heard a shout
And all hands started to "bail her out."

But, while we were bailing we could not row;

With an offshore wind and without a tow,

We were driven to sea in an open boat,

Bailing our darndest to keep afloat.

The word comes back, "Boys, close the leak."

So calk it up and get back to the oar
And pull like the devil to get to shore.

Are you *Bailing*

(Recovering Lost Packages)

and just drifting aimlessly with the wind,

OR

Are you *Calking*

(Preventing the Loss of Packages)
And getting somewhere?

If you can't be a pine on the top of a hill
Be a scrub in the valley—but be
The best little scrub at the side of the rill—
Be a bush if you can't be a tree.

If you can't be a bush, be a bit of the grass
Some highway to happier make;
If you can't be a muskie, then just be a bass
But the liveliest bass in the lake.

If you can't be a highway, then just be a trail,

If you can't be a sun, be a star;
It isn't by size that you win or fail
Be the best of whatever you are.

—Exchange



A view showing the substantial, yet chaste and beautiful appearance of the new bridge

What Nellie Did to Hardtack

By Frank Kavanaugh

PEGLEG" MURPHY'S train was made up and ready to make its daily trip up the mining branch. As the single coach at the end of the string of cars seldom carried a passenger, Pegleg did not trouble to have the train backed to the station and was naturally surprised when the agent came out of the building and called:

"Back her up, Pegleg, and load a coupla trunks and some other junk."

"What the—" The old conductor hesitated in amazement. In all the years he had run the branch train he couldn't recollect carrying a passenger that had more luggage than a suitcase.

"Back her up," the agent repeated. "You're about due to get out of here and you wouldn't want a pretty girl to soil her shoes walking through those cinders, let alone leaving her baggage behind."

"A—a girl!" Pegleg exclaimed.

"The prettiest that's hit the Junction in a year," the agent replied. "And she's one of us, too; she's the new agent at Hardtack."

"The world is coming to an end, or maybe Volstead is but a myth," said Pegleg, "or I haven't woke up yet and this is all a dream. A girl for agent at Hardtack! Why, the last man the Central had there was run out of town and had to walk clear back here."

"I know it," said the agent, "but this girl says she's the new agent, and her pass says so. Back up and load her baggage."

Hardtack, the new mining town half way up the Central Branch, was the product of a demand for lead and zinc. The ore was shallow and the mining easy, and the scattering town was built about the shafts. It was what is known as a shack town—buildings half lumber, half canvas, constituting the place. There was no residence section, as none of the miners cared to bring families to such a place. Half the business places in the town inferred practically that the Volstead law hadn't been adopted yet, while others sold rough clothing, rougher food and roughest hardware.

Miss Nellie Campbell, known to her associates in the general offices as "Nell," conceived the idea of a great adventure. She had the road's business at her fingers' ends, and therefore she knew that an agent at Hardtack had about as much chance as an aviator in a submarine. The town was "hostile" toward the road, to say the

least. Then both the Midland Valley and the Copper River railroads operated main lines through the place, while the Central had nothing but a decrepit branch line with which to serve the town. And the Central, instead of maintaining a decent station, had nothing more elaborate than two pensioned box cars, their trucks removed, stuck end to end. And the whole service consisted of Pegleg Murphy's "mixed" train, which made the round trip once a day, Sundays excepted.

When Miss Campbell broached the subject of her great adventure to her boss, he listened patiently, fearing that one of his best clerks had become slightly insane from the heat. But she persisted:

"If you want to change to a position like that," the boss had argued, "I'll send you down to Rankin's Corners, on the main line. There's excellent society there, rich farmers, autos, dances—"

"I'd rather try Hardtack," Miss Campbell countered.

"There's no women there."

"You forget the Salvation Army."

"The drunks shoot holes in our station."

"I'll stay behind the ticket case when the shooting begins."

"There's a den of rattlesnakes under one corner of the station."

"I'll make pets of the cute little things."

"Make out a pass for Miss Campbell," the boss said, turning to a clerk, "to Hardtack and return." He emphasized the last word.

So it was that on the following morning, Pegleg Murphy's train received its first female passenger within a month of blue moons.

Left to herself as Pegleg's train slowly ambled on up to the end of the branch, after a short "checking in" by the traveling auditor, who evidently chose one of the other roads on which to reach Hardtack, Miss Campbell walked to the edge of the platform and took stock. A hundred yards away stood the tippie of a mining shaft. An equal distance away, in the opposite direction, was what could be termed the business portion of the town. As she looked, a man staggered out from a shack, over which swung a sign, "Restaurant." He started in the general direction of the Central boxcar station, covering the road in diagonal gyrations. For a moment the heart of the girl sank. But the fellow, after

having covered half the distance, ran up against a telegraph pole, hugged it, and subsided to the ground, where he lay motionless.

A cable whirled in the tippie and several men came to the surface. A big man led the way to where a large motor car stood, evidently out of commission. The other men followed and they set about to repair it. The girl heard high words pass between the big man and the driver of the car.

Straight in front of her the smoke of a locomotive appeared. A little to the left another came in view. She knew them to be the trains of the two competing roads, the Midland Valley and the Copper River. It was those big roads she had to buck. The Midland train reached the crossing first, got the block and she could hear the rattle of the wheels across the intersecting frogs. A few seconds later the Copper River train took the crossing, its big locomotive scarcely slackening speed. Mentally the girl compared the trains with the decrepit little engine and dirty coach engineered over the branch by Pegleg Murphy and his crew. A touch on the shoulder startled her.

It was an elderly woman, wearing the bonnet of the Salvation Army.

"You are Miss Campbell?" she asked. Then she continued, not waiting for an answer. "Why did they send you here? This is no place for a young woman. Look at it!" She swung her hand in the direction of the sunbitten little town of shacks and iron roofs, sweltering in the glare.

"I came," Miss Campbell replied, because I want to try my business skill. The Commander in the city directed me to write to you. I would like for you to stay with me for a few nights."

"I will come over tonight. My daughter and her husband are in charge here. But it is a disheartening place. Everyone who does not sell intoxicants drinks them. And drinks to excess."

"And the officers?"

"Are at the county seat, forty miles away. They care nothing for this place. The town is not incorporated and we have no local officers."

"I will clean up the station and make ready my stove. You and your people must come and dine with me."

Two hours after, the station cleaned even to the hanging of bright chintz curtains on the windows, Miss Campbell welcomed the return of Murphy's train on its down trip. She had sold no tickets, nor was there freight to load or unload. The big roads got it all.

Half an hour later the girl again

looked over toward the nearest mine. The big man still tinkered with the motor truck and it appeared that mining operations had ceased, for the men loafed around. Struck with an idea the girl secured her parasol and walked across the sand to where the big man worked.

She was at the truck before the big man noticed her. When he did he stopped in the act of turning a bolt and looked at her as if she had escaped from an asylum.

"I am the new agent for the Central," she introduced herself. "You're having trouble?"

"Ay bane," the big man said slowly, with an accent that told of his birthplace. "Da fule driver, he run her over the ditches too fast. She bust."

The girl measured the distance from the mine to the Central station with her eye.

"There's no ditch between here and the Central's siding," she said.

"We bane ship over da Midland," the man informed her.

"And lose half a day because of the haul with the motor truck. I'll have a car over there tomorrow if you'll give me a load."

"And tomorrow after that you go way and we bane lost the car. Aye lost one car that way. Twelve hundred dollars it was and more than a month before we got the returns."

"But I'm going to stay. Fix that car and let me know."

"Ma pardner, he below. We bane talk about it."

"Bring him over to the station at six and I'll have a surprise for you. And I'll promise not to talk shop unless you start the conversation into that channel."

The big man wiped a piece of greasy waste over his forehead.

"We bane come."

Billy Grieves, late graduate of a western mining college, was in the dumps in more ways than one. The dilapidated truck owned by him and his partner, Oleson, would get tantrums just as they had a lot of ore to send to the smelter. And until ore was at the smelter no funds could be drawn on it. The truck was the best they could afford. And as he fumed below, searching sump holes in which to store the ore, his partner fumed above, trying to fix the motor car. Finally he came to the top. It was quitting time. The men stood around.

"How the devil are we going to pay off Saturday with all this ore here?" he asked Oleson, as they washed up.

"We've got at least ten cars of free ore down there, but it isn't worth ten cents to us. I'd better run into the city tomorrow and try to raise the

payroll. With twenty times its amount here in ore I should be able to raise enough." Oleson grunted.

"There bane new Central agent," he remarked.

"Another willie boy that'll let them run him away tonight, eh?"

"This one bane purty girl."

"What!"

"She bane peach; yust like my Helga. Aye tank aye look around the depot this night to see no bums raise hell."

There was nothing but the sound of faces being washed for a few seconds.

"We bane go there now," Oleson said. "Aye got idea."

"Not in these dirty clothes," Grieves said.

"Come on—you're a miner—not a willie boy."

"That's so—I'm game."

A homey, unaccustomed smell of cooking foods greeted the two miners as they neared the station. A make-shift table covered with white linen appeared as they walked to the door. And they were welcomed by the girl! It was so different from the greasy, dirty shack-restaurant at which they usually ate!

An hour after, as the men, having put away a good meal, smoked, Miss Campbell broached the subject of business.

"We'll have little freight to offer you, I'm afraid," Grieves explained.

"We've got the ore here, all right, but we have been slow getting it to the

cars. You can't borrow money on ore at the mines, and if we fail to pay off Saturday it means that we will have to close for a while, until we rake up more capital."

"I could have a car set out tomorrow and it would reach the smelter within twenty-four hours after it was loaded. The Central has a red ball freight that passes through the Junction about midnight."

"That would be about twelve hours too late. As soon as we have a car at the smelter we can have half the approximate value of it placed to our account. If the car reached there, as it would, Monday, it would be Tuesday or Wednesday before the money was placed to our credit. These business men send a man down to the bank Monday morning to cash the checks. Our checks would be turned down."

"Why not load a car tonight? That would give you forty-eight hours leeway."

"But you have no car here, and we can't load on a Midland car—it's too far."

"There's an empty ore car two miles down the branch. It was set out bad order and the men came up to repair it today. It must be all right by this time."

"But it's farther away than the Midland cars."

"Try pulling it with your motor car. It's level track all the way and dirt ballast."



"You're having trouble." "Ay bane," the big man said

"The motor could pull it, I believe."
 "It could!" Oleson interrupted.
 "We bane pull it up here! We load!
 We sell!"

"It's a crazy proposition, I know," Miss Campbell said, "but try it. It may give the Central a sort of prestige."

"It'll give the Central more than that," Grieves said. "I happen to be president of the Mine Owners' Association of Hardtack."

That night Oleson and young Grieves worked the clock around, while Miss Campbell, too excited to sleep, walked back and forth and encouraged them, in addition to carrying them hot coffee and a lunch at midnight.

* * * *

"What's the matter with Miss Campbell?" asked a man from the traffic department a few days later, as he entered the boss' office.

The old man started. "Why?" he asked. "Has she been hurt?"

"Evidently not," the freight man replied. "But she sent in an order for twelve ore cars yesterday, and I just called to see if she was all right in her head. You know what Hardtack is?"

"She has that much haul for us," the boss said.

"But how did she do it?" questioned the freight man. "Ever since we had that fight over the right-of-way proposition those people have boycotted us."

"Besides that," continued the freight man, "one of the dispatchers tells me the Hardtack folks loaded a whole crowd of rowdies into an empty freight car the other day and made us haul them to the Junction."

"Probably Miss Campbell's organized a better government league there. There's a fine opening for one."

For two months the boss watched the reports from Hardtack. The outward haul averaged about ten cars a day. Then one day the car orders ceased. For two days nothing came. The third day was absolutely void of business. Attempts to get the station on the telephone were fruitless. The boss waited two more days.

"I'm going up there. Murphy says Miss Campbell has vanished and the station's closed," he told the freight man. "We'll take the division engineer's gasoline car."

"I'm with you," the freight man asserted.

The boss, recollecting his start in life, turned the switch leading to the branch and headed the little car up its rails. Murphy's train had an hour's start, and there was nothing else on the line. But a mile from Hardtack the gasoline car turned a

sharp curve and stopped about ten feet from the rear end of the dilapidated passenger coach which ended the branch train. On the platform of the car the brakeman smoked.

"Why aren't you flagging?" the boss asked.

"Didn't you hit the torpedoes?"

"No."

"I'm in 'or it, then," the brakeman said. "I've just returned from setting them. I'll bet some of those blamed celebrators swiped 'em."

"What's holding you here?" the boss asked again.

"The procession. The wagon road was too dusty and they're walking up the track. Miss Campbell's—"

"Her funeral procession?" the boss asked, fearing the worst.

"Naw," the brakeman said. "It's her celebration. She married a mine owner a few days ago. Tried to keep it secret, but they all thought she'd been kidnapped and quit mining to hang the man who did it. Now the whole town's celebrating. All with soft drinks, too. They've chased the bootleggers and bums long ago. Town's gone on the W. C. T. U. lay."

The engineer signaled to start. The brakeman gave him a highball and the gasoline car followed the coach. At the station a crowd had congregated. The girl who had once been Miss Nellie Campbell greeted her boss with pleasure and introduced him to Billy Grieves, her husband and other notables of the town. Then she took him into the office.

"They'll start shipping again tomorrow or the day after," she said breathlessly. "We've cleaned up the little town and the men are beginning to bring their families here. It'll be a good town from now on. Billy's going to build us a bungalow. You know Maggie, my chum in the office? Send her up here to take my place. There's no end of young mining men here. And after her, there's Frances. She'd just suit a young mining man I know. She's such a pretty blond. He owns half interest in No. 15, and it's a good paying proposition, too. Better than Billy's. And after her, there's—"

"But young lady, or Mistress Grieves, I should say," the boss interrupted, "the Central's a railroad, not a matrimonial agency. We can't take a contract to furnish wives for Hardtack miners."

"But think of the haul you'll get when all the wives of the shippers are partial to the Central! Effie would just suit a young miner I know. He's—"

"I'll give it due consideration," the boss said. Turning to the freight man he motioned toward the gasoline car. "Let's get back and start hunting new

girls for the office force. I'm afraid Hardtack will play the deuce with our force, now that it's started."

Here Lies—

By G. R. Merrymann
 Shop Clerk, Riverside

THE waste basket is a symbol of oblivion. To it are consigned the failures and the "has beens," old love letters, appeals that met with no response, things emptied of their significance by Time.

It is the grave of dead thoughts. What a mass of human effort and emotion its contents represent! The merest printed circular, flung there with hardly a glance, stands for long hours of eager planning by somebody, and the skilled labor of many hands. Men have striven with their utmost of ability to win your interest, and have failed. The waste basket records their failure.

Those little ink-inscribed bits of paper that lie submerged in its depths, are pieces of human documents; letters of friendship, full of cordiality, and harking back to pleasant experiences; family letters, expressing loyal affection, and giving word of those at home; letters that once made the heart beat quickly. At first a joy, they became an accumulation, and are now a "good riddance."

There is day-before-yesterday's newspaper. The events it describes are already remote. The issues heralded in its fervent editorials are now either settled or in the background. It is as ancient as Rip Van Winkle.

With the newspaper is a popular magazine of last January. How utterly flat and stale it seems! The heroes and heroines who stalk, chatter and pose through its pages, are now forgotten. The great man eulogized in a glowing article has since fallen into disfavor. The big names flaunted on the cover have a look of mockery. The "most gripping story ever written" has been superseded by a score of others. The "brilliant comedy success," puffed by the critics, has left the boards forever.

In among these "has beens" are a host of "might have beens"—inchoate ideas, jotted down but never consummated; letters that were written but never sent; plans for homes that were never built; dazzling schemes abandoned out of fear that they were visionary. Aspirations, gropings—how they might have changed fate for some of us!

Few things escape you long, old Juggernaut! One after another, they lose their hold, and fall into you. And you are always waiting.

Over a Million a Year for Train and Engine Supplies

Yet a Conductor on the Toledo Division is still Using the Lantern Issued to Him Thirteen Years Ago

By C. J. Kearney

Supervisor Train Supplies and Expenses

THE expense to the Baltimore and Ohio for train and locomotive supplies, including such items as fusees, lanterns, marker lamps, together with labor of handling them, amounts to more than one million dollars each year. It is estimated that from one quarter to one half of this expense results from the waste of supplies and every employe in train and yard service can help to reduce this expense to the extent of a total saving of at least a quarter of a million dollars per year. The expense for engine sand amounts to about \$100,000 per year. Some of the articles of train and engine supplies in common use, which it is in the control of individual employes to use carefully and economically, are listed below with the approximate number used in a year and the cost of purchase:

Item	Number Used	Cost
Fusees	952,899	\$85,761
Lanterns	35,930	48,506
Marker Lamps	4,874	41,275
Torpedoes	1,776,018	26,640
Scoop Shovels	22,109	26,531
Long Spout Oil Cans	17,200	21,500
Water Coolers	3,924	18,239
Flags	91,024	8,208

In the order of relative expense the item of fusees stands first on the list. The Company buys one half as many fusees as torpedoes. This would appear to be out of proportion to the number of each article that is actually required for flagging and full compliance with the rules for the protection of trains. This proportion means that one fusee is used or lost for every two torpedoes that are used.

Unnecessary Supplies in Cabooses

In checking cabooses recently, it was found that several of them had over 200 torpedoes and from three to four dozen fusees each. A great many caboose crews will put in a requisition for fusees and torpedoes when their cabooses already contain several times their allowance.

The 35,000 hand lanterns used per year cost the Company nearly \$50,000. The average number of train and engine employes is 13,000. This means an average of one lantern per man each five months. There is a conductor on the Toledo Division who has the first lantern issued to him 13 years ago. Undoubtedly the majority of employes use one lantern

for several years. From this it is easy to see how large a number are destroyed by the occasionally careless employe.

Marker lamps cost the Company \$41,000 each year and there are locations on the Railroad where as many as 50 markers have been picked up in a period of a year. These had dropped off locomotives because of their being carelessly handled. This large expense can be materially reduced by greater care in the use of marker lamps.

The 22,000 scoop shovels used per year cost the Company \$26,000. The average life of a scoop is apparently about two months. Many firemen use a scoop for several months and some firemen for a year or more. This means that many are destroyed or lost through the carelessness of a small percentage of employes. One supply train recently picked up 100 scoops, 50 of which were in serviceable condition.

Over 17,000 long spout oil cans are used per year, an excessive number when it is considered that one of these will last a number of years if properly cared for. This is the case with many engineers, who even put their names on their cans, when they receive the same care and attention as if their own personal property. These articles seldom wear out but are broken through rough handling in taking off and putting on supplies at the engine supply houses. A great many are broken by being thrown off on the ground and having other supplies, such as rakes or shaker bars, thrown on them.

The same is true of water coolers. It is rather significant that where these coolers are permanently at-

tached, as they are on cabooses, there are only one sixth as many used per year as there are on locomotives where they are taken off and put on at the supply rooms. When it is considered that all the Western Lines and some points on the Eastern Lines are using jugs, 3,400 coolers per year for locomotives seems to indicate that these articles are being handled rather severely. A great many of them are rendered unserviceable by having the spigot broken off by rough handling at the terminals or by being put on the tank in such a way that they jar off and are broken.

Although 91,000 flags per year does not represent a great item of expense as compared with some of the supplies mentioned above, it is felt that this could be greatly reduced. Over 80 per cent. of these were put on locomotives; this seems out of proportion. An inspection of a number of engines showed that these flags are generally rendered unfit for service by being left around until they become too dirty for use.

Thanks to the Savings Feature

June 25, 1921.

Mr. W. J. DUDLEY, Superintendent, Relief Department, Baltimore, Md.

Dear Sir—I must say many thanks to the Relief Department for the way they handled my business, as I now have a clear title to my home.

Yours truly,

(Signed) Thomas W. Miller,
Engineman,

Chicago, Ill.



Murphy—Do you like codfish balls, Mr. Dolan?

Mr. Dolan—I don't know, Mr. Murphy, I never attended any.

Engineer Martindale a Saver

Engineer Martindale of the Toledo Division, who pulls locals between Dayton and Hamilton, has been giving some attention to picking up firing tools which have been carelessly discarded by other crews, and bringing them into the shop for re-issue. On one day he brought in seven clinker hooks and within a period of six weeks it is estimated that he has recovered 35 or 40 hooks.

Passenger Department

Beginning with this number of the Magazine the Passenger Department will, from time to time, print items concerning our Passenger business, which will be of interest to the employees of other departments

Selling a Service

ONE of the important factors in a successful organization is the close co-operation of the different departments; and one department can be of immense help to another by having a sufficient knowledge of the other department that could be used to advantage.

This is particularly true in regard to the Freight and Passenger Traffic Departments in their relations to the other branches of the service. The commodity for sale by the railroads is transportation; the Traffic Department makes the sale and the Transportation Department delivers the goods.

It is logical, therefore, that the selling points of the Traffic Department should be known so that the other departments can assist in making a good sale, or perhaps make the sale themselves.

On these lines the railroad business, as well as any commercial business, must be built up.

From Everywhere to 7th Ave. and 32nd St.

THE Baltimore and Ohio has recently entered into an agreement with the Pennsylvania Railroad Company for the continued use of the Pennsylvania Station as its passenger terminal in New York City. This arrangement not only gives our local patrons a convenient entrance into New York, but it fortifies the line generally for business coming to it from other lines.

While this information has been given wide publicity through the newspapers and in various other forms of advertisements, there are thousands of people who do not see or read them. All employees will help if in every way they try to spread the information.

Tank Cars for Milk

THE Baltimore and Ohio has "pioncered" in many things, the latest illustration of which is the Milk-Cream Tank Car, which was on exhibition at the National Dairy Show at Minneapolis during the week of October 10-15. Much interest was displayed in this most revolutionary method of transporting milk and

cream, and among the twenty-five thousand who inspected the car were the proprietors of the largest dairies and restaurants of America, government dairy agents from foreign countries, representatives of various chambers of commerce, state dairy and health officials, the editors of dairy publications, etc. A complete illustrated description of the car will be given later in the columns of our MAGAZINE.

The "Velvet" of Passenger Revenue

IT behooves all of us to sit up and take notice at this time when business is at ebb tide and see what we can do individually to put our house in order and hustle for new tenants. A freight train is run when there is freight to haul; but a passenger train is put on a schedule, advertised, and must run whether it hauls anybody or not. Every passenger fare may therefore be said to be "velvet." It is this "velvet" that helps mightily to pay our wages. Let the freight man figure on the average revenue obtained from a carload of freight from New York to Chicago. Let the operating man figure on what it costs to haul it. Then make the comparison of the net revenue with the price of a ticket from New York to Chicago and you will find a convincing argument that it is more than worth while to secure a passenger wherever it is possible.

The Human Equation

COMPETITION is always keener when business is dull. Hence unusual activity in the Passenger Department is noticed on many sections of the line.

The excellent service of the Baltimore and Ohio between Washington, Pittsburgh and Chicago has been given particular attention. It is not only the short route, but the excellent through trains, splendid equipment and courteous service sell themselves to the public. A man or woman traveling feels that he or she is entitled to the best dining service, and they are not disappointed on the Baltimore and Ohio.

The whole proposition of "service" is dependent upon the human equation. Something may go wrong in

the dining car, or a train employee forget and be discourteous, and the passenger who pays his good money gets the worst of it, and naturally condemns the whole railroad.

It remains therefore for each employee to watch his own job—when the chances are few that the standard of excellence will be lowered.

Unsolicited letters of commendation are received by the hundreds, but when a complaint is made there is nearly always a just reason for it.

A few paragraphs from letters received recently are quoted in illustration:

"The writer has noticed particularly the excellent service, and above all the most courteous attitude of employees at all times, which is quite a contrast to the rather gruff manner in which the traveling public is handled over some other well known lines."

In this case it is quickly noticed that the writer was making a comparison with some other trip on some other line where his treatment was not what it should have been.

Another:

"Your roadbed is in good shape and there is an absence of jar in stopping and starting your passenger trains at night * * * and one particular thing which appeals to me is the marked courtesy of your trainmen to the traveling public on these trains, etc."

If the engineer of a switch engine, who carelessly jams a sleeping car at night, should fall into the hands of the passengers he disturbs and knocks about, wouldn't you think that "turn about" would be fair play—that resentful passengers would be cleared by any jury in the land, on the plea of self defense?

Keep Your Eyes on Washington

THE eyes of the whole world at the present time are turned on Washington. It is not the first time, nor will it be the last time. It is the greatest capital city in the world. From it has come decisions which have settled the destinies of dynasties.

Washington is peculiarly associated with the Baltimore and Ohio. It is virtually the hub of our railroad, the only line which centers its activities to and through the great capital between the east and west. This, the oldest railroad in the world—94 years—gave the best it had in defending the capital in the great civil war. All through trains between New York, Philadelphia, Chicago, and St. Louis enter the threshold of Washington before continuing their journeys.

Maryland's Queen City

PERSONS passing through Cumberland, Md., on the Baltimore and Ohio, obtain a very imperfect idea of this beautiful town, which has been named "The Queen City of the Alleghanies."

Cumberland, like Rome, is built on seven hills, which, in addition to the beautiful valleys of the Potomac River and Wills Creek, give to it that picturesqueness for which our railroad is noted.

Within the past few years Cumberland has gained rapidly as a manufacturing city. The Kelly-Springfield Tire Company has erected here a factory which by the first of January next will be employing forty-five hundred persons and manufacturing forty-five hundred tires each day. This plant when entirely completed will have a capacity of ten thousand tires per day, which means that eventually it will employ ten thousand persons.

There is also the American Cellulose and Chemical Factory, which is a branch of an English Company. It is understood that this plant will soon be in operation and that its product will be artificial silk.

The Paragon Automobile Com-

pany is erecting a factory at Cumberland, which, when completed, will give employment to three hundred persons.

Cumberland also boasts of the Cumberland Steel Company, which makes a specialty of steel shafting. Their product is not only used extensively throughout the United States but is exported to all parts of the world.

The N. & G. Taylor Tin Plate Mill is also located at Cumberland, as well as several large glass factories.

The United States Steel Rail Mills are located at Cumberland, where rails for narrow gauge railroads, etc., are manufactured.

Cumberland is growing by leaps and bounds. At the present time there are more than seventy-five dwelling houses in course of erection, while business houses are springing up all over the city. It is a good place for capitalists to invest their money.

Passengers holding tickets reading via the Baltimore and Ohio Railroad have the privilege of stopping over at Cumberland, and if this is taken advantage of they will not only be repaid by seeing a beautiful city, but may be able to embrace the opportunity to make satisfactory investments.

A Short Step from Automobile to Train

THERE are two important passenger stations on the Baltimore and Ohio to which the attention of automobilists should be called, for the conveniences offered them.

Mt. Royal Station, Baltimore, is perhaps the most ideal "automobile" passenger station in America. It is on the principal automobile thoroughfare north and south through the city. It is easy of access, has plenty of parking space within its enclosure, and passengers are landed within seventy-five feet of the trains, with no steps to climb.

Our station at 24th and Chestnut Streets affords the same station conveniences.

Thanks!

TO the many employes of the Railroad who have brought passengers to our lines, we extend sincere thanks!

A pleasant smile from the conductor when he takes up the transportation; intelligent information, pleasantly given to inquiring persons by employes; a good-natured suggestion to Jones or Smith that "we have the service;" in these ways we can help increase our friends and our revenues.



Aeroplane view of Mt. Royal Station, Baltimore and Ohio Railroad, and surroundings, showing the accessibility of this station for automobile traffic

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

L. W. GRAHAM.....	Operator.....	Kanawha Station, W. Va.
J. H. COULBOURN.....	Passenger Baggage man.....	Philadelphia, Pa.
GEORGE G. JAMES.....	Conductor.....	Baltimore, Md.
JOHN F. WUNNER.....	Clerk.....	New York, N. Y.

Motive Power Department

L. A. CATHER.....	Machinist.....	Fairmont, W. Va.
W. D. LENDERKING.....	Plumber.....	Baltimore, Md.
D. J. REID.....	Machinist.....	East Chicago, Ind.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio

Maintenance of Way Department

IRA E. BAKER.....	Section Foreman.....	Kanawha Station, W. Va.
J. S. PRICE.....	Account Clerk.....	Newark, Ohio.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

Statement of Pension Feature

Employees who were honorably retired during the month of September, 1921, and to whom pensions have been granted:—

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Deabner, Conrad.....	Machinist.....	Motive Power.....	Pittsburgh.....	37
Ferguson, James D.....	Utility Clerk.....	Conducting Transportation..	Baltimore Term..	36
Gross, James A.....	Brakeman.....	Conducting Transportation..	Cumberland.....	39
Hammond, Thomas.....	Conductor.....	Conducting Transportation..	Baltimore.....	50
Kroh, Ludwig W.....	Clerk.....	Stores.....	Chicago Terminal	13
Miller, Enoch D.....	Water Station Foreman.....	Maintenance of Way.....	Indiana.....	31

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

During the calendar year 1920, \$342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to August 31, 1921, amount to \$4,502,934.60.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Emerson, Gustaves...	Cooper.....	Conducting Transportation.	Toledo.....	September 18, 1921.	32
Pharo, Robert T.....	Time Clerk.....	Conducting Transportation.	Philadelphia..	September 14, 1921.	25
Balik, Franc.....	Blacksmith.....	Motive Power.....	Cleveland....	August 31, 1921....	26
Eaton, John W.....	Engineer.....	Conducting Transportation.	Baltimore....	September 13, 1921.	26
Jessop, Hiram J.....	Machine Operator...	Motive Power.....	Newark.....	August 28, 1921....	46
Lewis, Stephen C.....	Machinist.....	Motive Power.....	Newark.....	August 29, 1921....	33
Wright, Hobart S.....	Engineer.....	Conducting Transportation.	Chicago.....	September, 8, 1921.	39



Protection from Cancer

Written at the request and with the approval of the Maryland Cancer Committee, representing The American Society for the Control of Cancer

THE object of Cancer Week is not to spread alarm about cancer, but to bring hope. The surgical experience of the past few decades has proved clearly that cancer, in most cases, can be prevented—that early treatment will dispose of it and work a complete cure. Furthermore, this experience has also demonstrated that a cancer does not begin as a cancer—that at first it is always something else; a lump, a wart, a mole, an ulcer, a bruise, a burn—something that, in itself is harmless enough. How such things turn into cancer is not known, but that they do is abundantly proved. The aim of the cancer education is to cause the public to take notice of such pre-cancerous warnings. If they are treated in time, then all danger of cancer is disposed of. If they are neglected, there is always the chance that they will suddenly turn malignant, and bring about a condition that even the most desperate surgery cannot remedy.

Cancer is not inherited. It is not a blood disease. It is not contagious. A patient with cancer is no more dangerous to those around him than a patient with a broken arm. Just why and how a cancer starts no one knows accurately, but a great deal is known about its progress after it has started. It spreads from the site of its beginning, destroying the healthy tissues of the body as it goes. It sends forth living cells which start other cancers in other parts of the body. It gradually reduces its victim to such a condition that nothing whatever can be done for him; save palliative measures to relieve his agony. He is hopelessly ill, and will certainly die.

But this is only after the cancer has become fully developed. In its

early stages there were plenty of chances to cure the patient. The best of these chances were at the very start, before the lump, the pre-cancerous wart, or ulcer or bruise had become a genuine cancer. But there were still good chances after it had become a cancer, but before it had begun to spread. Once that spreading had begun, the patient's outlook began to be dark. Slowly the odds against him mounted up until they were beyond a hundred to one. But at the start the odds in favor of him were even greater.

The pre-cancerous lesion—the lump, the wart, or ulcer, or unhealed bruise or burn—behaves differently in different cases. Sometimes it remains harmless indefinitely, and the patient dies years afterward of some disease other than cancer. Sometimes a cancer develops within a few weeks. Sometimes it takes years. But the pre-cancerous lesion is always menacing—it is always a sword suspended over the patient's head. He should get rid of it while there is yet plenty of time, for once it is gone no cancer will develop where it was. A good doctor will be able to decide what it is, and how dangerous it is; no layman can hope to do so without grave risk of fatal error. If it is of the dangerous variety, simple and painless treatment will usually dispose of it. If it is neglected and a cancer appears, then only the most radical treatment can cope with it. And in its later stages not even the most appalling operation can do more than prolong the patient's life. A pre-cancerous lesion is always curable. An early cancer is usually curable. But a late cancer is usually absolutely hopeless.

The records of every great hospital show how steadily the patient's

chances of recovery decline. In some varieties of cancer, in the early stages, nearly every patient who submits to proper treatment gets well, and the majority of them stay well. But as each successive stage is reached the percentage of recoveries falls, and toward the last stage it suddenly falls to zero. This last stage comes when the original cancer begins to send out colonies. These colonies start other cancers elsewhere—usually in the internal organs, beyond the reach of operation. The patient, starting with one cancer, now has many cancers, and it is quite hopeless to try to remove them. All that can be done for him is to try to relieve some of the terrible suffering of his last days.

No one knows precisely what causes a cancer, or what it is. But the enormous study that has been given to the problem in late years has at least shown surgeons how to deal with it, and so the struggle against the disease begins to be hopeful. It can be cured—if taken in time. But the time to take it is before it has definitely developed—in the stage of warning. A coming cancer almost always gives warning beforehand. The patient is conscious that there is something wrong. A lump is felt, there is a growth on his lip, or a sore spot on his tongue, or pain in one of his joints or bones, or a hurt or a mole somewhere on his skin, or a burn or a bruise that won't heal, or he feels discomfort in his stomach or abdomen. If a woman, the patient notices a lump in the breast, or a discharge that is unnatural. This is the time to seek competent medical advice. Nine times out of ten it will turn out that there is no danger of cancer—that simple treatment will suffice to remove the danger signal. And even if cancer is threatened, the treatment at this early stage is simple and painless, and the cure is certain. But every day's delay means a graver danger. When the cancer is fully developed only the most radical treatment can do any good, and even this is usually unavailing.

But there is no reason why the great majority of cancer victims should ever get into this last stage. The proof that early treatment might have saved them is now overwhelming. If laymen will only heed that proof—if they will seek competent advice about the signs that go before cancer—then the present high death-rate from the disease will be greatly reduced, and the world will be saved much intolerable suffering. The cancer situation is anything but hopeless. On the contrary, it is full of hope.

"Just Like Dad"

An Editorial in the Chesapeake and Ohio Employees' Magazine

OUR artist has drawn a picture for the cover of this MAGAZINE that suggests an interesting conversation between a conductor and one of his brakemen. The little chap in overalls with his lunch bucket on his arm rushed down to the railroad track as a well remembered whistle and the curling smoke announced the approach of the local freight upon which his Dad was brakeman.

As the train rushed by, the little chap waved his chubby hand "high ball" and smiled; and the brakeman in the cupola threw a kiss to the boy and another to the house on the hill, and smiled too.

"Your boy?" said the conductor.

"Yes," replied the brakeman, "that's my oldest."

"And is that your home up there on the hill, and your wife on the front steps with the baby in her arms?"

"Yes, My Wife, My Baby, My Home."

"Got your home paid for, I s'pose?"

"Well no, but I'm paying something on it every month, and if I don't have any bad luck, I'll finish in about two years."

"How much insurance do you carry," said the conductor, "to protect your wife and babies and your home?"

"Sixteen hundred with the Brotherhood," replied the brakeman.

"Listen partner," said the conductor, as he stepped over and sat down in front of the brakeman, with his hand resting on his knee, "this is your first trip with me, and I want to talk to you seriously."

"Going to make a railroad man of that boy?"

"You bet I am, it is a good business."

"Do you want him to be the same kind of a railroad man that you are?"

"Oh, I don't know," replied the brakeman without raising his eyes, "I'm not 'so worse.'"

"Let's see about that," said the conductor, as he lighted his pipe and settled himself for his customary conversation with new men.

"As this engine was coming down from the roundhouse through the yard this morning, I saw you riding on the pilot. Do you want that boy of yours to be a pilot rider, a violator of the rules?"

"When we were shifting our train a while ago, I spoke to you about ad-



This is the splendid cover of the August issue of the Chesapeake and Ohio Employees' Magazine. With the article accompanying it, a strong appeal for safety was made, and we are glad to reproduce with full credit to the C. & O.

justing coupler with your foot as cars were about to come together.

"How does it strike you to imagine the fellows bringing that boy of yours home a few years from now, with his foot crushed off, because he was trying to be a railroad man 'just like dad'?"

"The other boys tell me you are in the habit of going between moving cars, adjusting couplers in front of moving cars and doing a number of other dangerous things where a single slip would mean your death.

"In what sort of a fix do you think you would leave that wife and those kids in the house on the hill if you should make that slip, with only sixteen hundred dollars between them and the loss of that home?"

"How do you like the idea of your wife leaving the kids with the neighbors and going to work all day?"

"How about the other widows and orphans that would result from collision which might be caused by your 'short flagging' or by an open switch?"

"Suppose that boy of yours should get in trouble later on because of some such careless act, how much defense would he find in the claim that he was doing his work 'just like dad'?"

"If you want your boy to be the kind of a railroad man that really amounts to something, you have got to be that kind of a dad, and you are not that kind of a railroad man, nor that kind of a dad if you take the chances that I have talked to you about.

"If you want to railroad on this crew, you'll have to cut 'em out for good and all. This is known as the 'Safety crew,' and an unsafe man finds no welcome with us."

How about it, fellows?

Apply this conversation to the section foreman driving his motor car, to the mechanic chipping without goggles—the idea is the same.

If you would have your boy be a railroad man, 'just like dad,' be sure that you are the right kind of a dad.

Don't Use Unsafe Tools

Indiana Division: When attempting to remove a drifting valve from an engine, a machinist and his helper were pressing against a Stillson wrench and it slipped and the machinist's finger was caught between the wrench and the running board and mashed. The machinist stated that the jaws of the wrench were worn and he knew it before starting on the work, but that it was the best wrench he could find and that he thought it would hold.

THE BALTIMORE AND OHIO RAILROAD COMPANY SAFETY DEPARTMENT CASUALTY AND MAN HOUR RECORD

Honor roll shops are those having no reportable injuries.

Shops working more than 50,000 man hours during the month of September, 1921

THIS MONTH'S HONOR ROLL	INJURIES	MAN HOURS WORKED	RANK IN AUGUST
Lorain.....	0	71,374	11

RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN AUGUST
1	Newark.....	96,913	1	96,913	18
2	Lima.....	86,380	1	86,380	6
3	Benwood.....	70,880	1	70,880	12
4	Ivorydale.....	138,490	3	46,163	5
5	Connellsville.....	181,215	4	45,304	Honor Roll
6	Willard.....	76,956	2	38,478	19
7	New Castle.....	60,443	2	30,221	8
8	Glenwood (Back Shop) ..	198,398	7	28,343	3
9	Washington, Ind.....	107,457	4	26,864	7
10	Chillicothe.....	78,620	3	26,207	17
11	Cumberland (Master Mechanic).....	176,245	7	25,178	21
12	East Side.....	85,768	4	21,442	4
13	Lincoln Street (incl. Robey Street).....	72,605	4	18,151	16
14	Glenwood (Master Mechanic).....	75,810	5	15,162	13
15	Cumberland (Back Shop)	88,898	7	12,700	9
16	South Chicago.....	76,070	6	12,678	1
17	Brunswick.....	97,760	8	12,220	22
18	Keyser.....	154,957	16	9,685	20
19	Garrett.....	99,887	12	8,324	24
20	Riverside.....	146,241	18	8,125	10
21	Grafton.....	55,148	10	5,515	15
22	Mt. Clare.....	328,631	64	5,135	23

Total Injuries of All Shops Reporting:

January, 200; February, 129; March, 116; April, 78; May, 133; June, 150; July, 207; August, 185; September, 229.

Shops working 50,000 or less man hours during the month of September, 1921

THIS MONTH'S HONOR ROLL	INJURIES	MAN HOURS WORKED	RANK IN AUGUST
Holloway.....	0	45,760	*2
Painesville.....	0	37,938	4
Fairmont.....	0	36,347	2
Cone.....	0	31,020	9
Somerset.....	0	22,149	8
Weston.....	0	14,674	Honor Roll
Sabraton.....	0	9,829	Honor Roll
North Vernon.....	0	2,991	Honor Roll

RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN AUGUST
1	Ohio River High Yard...	47,488	1	47,488	6
2	Gassaway.....	27,577	1	27,577	Honor Roll
3	Flora.....	24,106	1	24,106	7
4	Rossford.....	44,830	2	22,415	10
5	Stock Yards.....	19,797	1	19,797	11
6	Cleveland.....	38,588	2	19,294	3
7	East Chicago.....	18,469	1	18,469	Honor Roll
8	East Dayton.....	48,290	3	16,097	Honor Roll
9	Zanesville.....	39,679	3	13,226	5
10	Haselton.....	13,008	1	13,008	Honor Roll
11	Allegheny.....	22,650	2	11,325	Honor Roll
12	Storrs.....	42,015	4	10,504	1
13	Ohio River Low Yard...	32,928	5	6,586	*14
14	Martinsburg.....	23,996	6	3,999	12
15	Green Spring.....	20,795	6	3,466	13
16	Harrisonburg.....	3,364	1	3,364	Honor Roll

*Shown on statement of shops working more than 50,000 man hours during the month of August.

Total Injuries of All Shops Reporting:

January, 200; February, 129; March, 116; April, 78; May, 133; June, 150; July, 207; August, 185; September, 229.



BALTIMORE AND OHIO MAGAZINE

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The Easiest Way

Many of us make mountains out of mole hills. Given a task, we do not seem to have the qualifications to attack it intelligently. We go after it in a haphazard, excited or indifferent way and the job is bungled in the end.

The illustration is of two conductors who alternate in taking a commuter's train out of Camden Station, Baltimore. One of them, as soon as the train starts moving, opens the door from the baggage room into the smoking compartment and, holding his head up, with a voice which carries, says: "All tickets, please." The result is that the passengers are ready with their transportation as he proceeds down the aisle and he is seldom slowed up while the requisite pasteboards are being hunted.

The other man, of long service, of splendid appearance and a credit to the Railroad in every way, makes the mistake of not announcing what his mission is when he goes into a car. The result is that he is unnecessarily slowed up and loses time in his work.

Studying the respective methods of the two men indicates that the former, who announces his mission when he steps into a car, really does the passengers in that car a favor. It is easier to have your ticket or pass in your hand when the conductor approaches, even while talking to your seatmate or reading your paper, than it is to be brought up with a sudden jerk when he arrives at your seat and then have to fumble around for your transportation.

On occasion the difference in method between the two men means a real difference in revenue to the Railroad. For on certain days the train is unusually crowded and the conductor of the slower method is unable, with the rest of the crew, to cover the entire train before the first station is reached. This means that certain passengers sometimes get by without surrendering their tickets.

There are mighty few of us who cannot learn something of advantage and profit to our work, if we will observe the up-to-date methods used by successful employes and officers with whom we are associated, and take a leaf from the book of their experience.

Sportsmanship

About two weeks before the World Series opened, the New York National team played a team of the old Giants, men who were players on League Championship-Giant teams of a decade or more ago. The spectacle was more than interesting. It was affecting, for was not the game staged as a benefit for "Christy" Mathewson, "Big 6," probably the most idolized and the most ideal

of all baseball players, now fighting hard for his life against the White Plague at Saranac Lake, New York.

The benefit created wide-spread interest and support among New York fans and there were many beautiful tributes paid to the old Spartan and his fighting qualities by the sports writers of the New York press. None, however, was more to the point than the following, run, strange to say, as a display advertisement in several New York papers by the well-known merchants, Lord & Taylor:

To a Square Sportsman and a Hard Fighter

There is a great pageant at the Polo Grounds to-day. And despite the names and presence of the old-time Giants, it is not a pageant of baseball alone. For, in spirit, an odd troop walks across that field.

Frank Merriwell and Ivanhoe are there—Leonidas, Hector and Hercules. King Arthur and his Knights march proudly on and with them Roosevelt and Anthony Wilding.

The list is long. Sportsmen All—there they are. They march today invisible across that field to honor Matty—a square sportsman, a hard fighter and a lineal descendant of their immortal line.

In that number of immortals, who of us will fail to find the names of several who have been ideals at one time or another in our own lives? From Hercules, mythological hero of the ancient Greeks and the reputed founder of the first Olympic games; past Leonidas, King of the Spartans and who was killed at the Pass of Thermopylae; to Wilding, perhaps the greatest tennis player who ever lived and who perished with thousands of his fellow Australians in the ill-fated attack on Constantinople in the Great War, and to our own beloved Roosevelt—their fighting qualities and standards of square sportsmanship have thrilled and uplifted whole peoples.

It is an interesting thing to note in this day, when many people are prone to say that our morals are retrograding, that standards of sportsmanship are being put on a higher and higher plane.

In baseball there is much less umpire baiting than there used to be. And rowdiness of every sort, although sporadically evident at all times, brings down general and unqualified condemnation on the offenders.

The value of universal physical education and training is becoming more and more widely recognized and it is but fitting that with this greater participation in sport by our people should also come the higher standard of sportsmanship.

What real sportsman wants to see a horse race in which one of the runners has been doped? What real hunter or fisherman goes after his game out of season? Who, but the most ignorant, will applaud umpire baiting and rowdiness on the ball field, or slugging in a football match? What man worthy of the name, will hit below the belt in a fair fight?

One of the most interesting developments of recent years on the Railroad is the number of employes engaged in interdivisional and interdepartmental games; bowling, basketball, baseball, and the like. Besides providing real recreation for the players, these games have gotten many other employes out into the open, or brought them together for better acquaintance and finer sociability in athletic halls.

The ideals of true sportsmanship, if practiced on the field or in the gymnasium, cannot help but inculcate the same ideals in our other relationships in life. But if our games of physical competition are played on the basis of "go out and win, no matter how you do it," the same unfair and unsportsmanlike methods will get a foothold in our business and other activities.

The management of the Baltimore and Ohio is in the hands of fair fighters, of men who play the game of business absolutely on the level, of men who practice the square deal, always. This should be of the greatest encouragement to the rest of us who are trying to keep the big and complicated machine moving smoothly—to know that in giving a square deal to our employers we will most certainly get a square deal in return.

To Those Interested in a New Industrial Relationship—

Writing in *The Human Side* for October, Kingsley Moses has this to say, in part, about the Industrial Conference of the Y. M. C. A. held at Lake George, New York, in September:

No general discussion of the consequences of the Silver Bay meeting would be either fair or complete without reference to the various plans there outlined for improving the conditions of employees in industrial enterprises.

Most important of all, as the most successful experiment along lines commonly considered radical, is the report of the Duchess Bleachery of Wappinger's Falls, New York, a plan that is an out-and-out partnership division of the profits and losses—and Mr. Hatch emphasized the latter word—of the industry. To quote Mr. Hatch, who is the president:

"Our profit sharing is a fifty-fifty proposition. The Market wage for our industry is paid to labor and a minimum of 6% is paid to capital. After these have been paid, together with regular operating expenses, depreciation reserve, taxes, etc., and after the Sinking Funds have been provided for by setting aside 15% of the net profits for labor and 15% for capital, the remaining net profits are divided 50% for capital and 50% for the operatives, and the latter sum divided in proportion to the amount of each one's pay for the period. This is the outline of the general plan, the only explanation necessary being that the Sinking Funds of, respectively, 15% for labor and 15% for capital are intended to guarantee capital its minimum return of 6% during periods when this shall not be earned, and to provide unemployment insurance for the operatives, paying half wages when the company is not able to furnish employment."

By "partnership," Mr. Hatch means first, a just and proportionate share of the profits and losses of the business; second, an appropriate share in the management; third, a knowledge of the affairs of the company.

The partnership plan of the Duchess Bleachery has been in operation for about four years. In that time production per man has risen on an hourly basis from 38 to 40 yards, then to 48 yards, and in April of this year, under peculiarly favorable conditions, to 58 yards; an improvement in production of very nearly 100 per cent.

Economists may find that this plan is not fool-proof but it is certainly an experiment that should be followed and studied very closely.

What a Perfect Package Does.

Perfect.....	Package
Express.....	And
Railroad.....	Carloads & Less Carloads
Freight.....	Keep
Everyone.....	Attentive
Consignees.....	Glad
Traffic.....	Excellent



“———, but he's never out.”

Four or five years ago a publisher, perhaps the best known in the United States, was walking through the editorial rooms of his nationally known New York newspaper. His glance fell upon a gray haired fellow sitting over a copy desk. Turning to the managing editor, who accompanied him, he said:

“Who's that?”

“So and so,” was the reply. “He has been with us for years—used to be a star reporter—but now we give him only easy assignments, stuff that doesn't tax him too much.”

“He's getting too old for this game,” snapped the publisher. “Let him go.”

And the next pay envelope to the old Roman carried the telltale blue slip—the “not wanted” notice that has crushed the spirit and sinew of many a man.

* * * * *

Within a fortnight there began to appear daily in another New York City newspaper, the greatest rival of the one above mentioned, a new kind of feature article, signed (we will say) “X. Y. Z.” The editor who had accepted it wasn't sure that it would “go,” but decided to give it a trial, with the result that very soon its unusual style, homely truisms and attractive philosophy were making an ever enlarging circle of pleased readers. And the editor began to feature it.

As the weeks went on this copy went bigger and bigger, so big, in fact, that the man responsible for it, the old reporter, now gets practically what he wants for it—ten times and more the money he made in the old days—and this for just a few hours work a day. His feature is now being syndicated and his income mounts higher and higher.

“A man may be down, but he's never out!”

The Systematic Clerk.

The clerk who keeps an orderly desk uses much the same sort of ingenuity and method used by the manager who keeps an orderly business. When the clerk keeps his desk free of chaos, deadwood and red tape; when he handles a multiplicity of detail with methodical precision and dispatch; when he completes each task and proves its accuracy before passing it on to someone else; when he checks up each day's work at night and satisfies himself that he has overlooked no promise and forgotten no task; when he makes these things an unchanging part of his day's routine, and does them with the unflinching certainty of a machine, week in and week out—he is training himself in the very basic principles of business organization—training himself in capacities that will enable him to handle with ease the heavier tasks that will come with promotion later on.

—Clipped by Traveling Freight Claim Adjuster Shultz.

Born before the Baltimore and Ohio, Noah W. Ratcliff is probably the Oldest Railroad Man Living

By Margaret Talbott Stevens

For the interesting and beautiful motor ride to the home of the subject of this story, I am indebted to Frank Keane, machinist and veteran of Grafton, W. Va., to his good wife and to their relatives, Mr. and Mrs. Beveridge.)

HIGH up near the top of Sand Run Mountain, West Virginia, and looking down upon the town of Buckhannon, there stands a little cottage—a typical mountaineer's cabin—surrounded by a tiny yard around which runs a wooden fence. Almost apart from civilization, yet not forgotten by his friends, who, in spite of the long and rugged road that leads to his door, manage to visit him occasionally, there lives a man, Noah Washington Ratcliff, whose age lacks only three years of being a hundred, spending the few remaining days of his life in the peacefulness of the mountains.

Some time ago J. O. Martin, division claim agent at Clarksburg, was asked to visit Mr. Ratcliff and to make a report of the conditions under which the aged gentleman was living. This was done. At this time, Mr. Ratcliff was able to give an account of his early life and service with the Railroad. His statement was as follows:

"My name is Noah Ratcliff. I was born in Hardy County, Virginia (now West Virginia), on July 17, 1824. Here I lived until I was about 16 years old, when I went to Pendleton County, West Virginia, to learn the blacksmith trade. I then went to Fetterman (now called Grafton), West Virginia. This was when the Railroad was being graded from Fetterman to Wheeling. The grading was then about completed, but none of the rails had been laid. I worked at my trade until the railroad was completed, then I went to work for the Baltimore and Ohio Company. My first job was as laborer with the wood train, but I worked only for half a day at loading wood, when John Jacobs, travelling engineer, came along and gave me a job as fireman on a locomotive.

"Sometimes when the officials desired, I would go into the shops and work at my trade; at other times they had me repairing telegraph lines; I also worked in the machine shop at Fetterman.

"I had been firing between Wheeling and Fetterman, sometimes running through to Piedmont, for four or five years steadily, when in the year 1856—I do not remember the day—I started in with "Bill" French as engineer, running a train from Wheeling for Fetterman, camel-back No. 255. "Bill" was a new man on the Road, so I was running the engine and he was firing. When we were nearing Rosby's Rock, I was running about 40 miles an hour and trying to make up time, for we ought to have been at Glover's Gap then. The delay was due to a stop which we had to make at Moundsville to fix the escape pipe. Rounding a curve, I saw the rear of a train ahead of us. It was impossible to stop and we crashed into the

rear, going through three house cars, loaded with bacon, flour and whisky. The steam pipe burst and I was scalded on the arms, hands and face. French jumped and was not injured. I remained in the cab.

"Later I was compelled to give up my job as my eyesight failed. Then I went back to my trade at Grafton. In the fall of 1860 I went blind. During the Civil War I kept a little store in Grafton and sold pies and cakes to the soldiers and railroad men. After the war I moved to Bellaire, Ohio, and from there to Columbus, where I attended a school for the blind and learned to make brooms. I then moved to Wheeling, where I worked at this trade. I moved from Wheeling to Upshur County, West Virginia, in 1877, where I have lived ever since.

"At the time that I was with the Railroad, there were working with me Engineer Harding Arnold, Engineer George Butler, Conductor Thomas B. Davis, of the Third Division; Henry G. Davis, car clerk, Piedmont, who afterwards became United States senator, and who died a few years ago; Engineer Mills Slagel was another; "Jim"

Murphy was boss of the shops at Fetterman and John Shaffer was the head man; C. D. Ford was the head man for the Company at Wheeling.

"For the past 36 years I have lived with my cousin, Richard Ratcliff, who died a few years ago. I now live with his widow."

Here, on Sand Run Mountain, he made and peddled brooms for a living until two years ago, when he became too feeble to get around. Mrs. Ratcliff says:

"He has always tried to make his own living so as not to be a burden to anybody. Even now he makes up his own bed and won't let anybody else help him. His appetite has never failed him; that is probably the reason for his long life. Why, he can digest nails! His stomach has saved him. He still chews tobacco, although he no longer smokes."

On the afternoon that the writer called on him, Mr. Ratcliff was in bed. However, he arose, dressed himself, and hobbled out to his chair on the porch in order that we might get a picture of him. A few minutes later he lay aside his cane, put his hands down on the floor, then stretched himself at full length on the porch.

"I want to lie down awhile," he said as he rolled over into the sunshine.

"That's his favorite resting spot," remarked his niece as she led us into the front room of the house, "just let him stay there and he's happy."

The front room of a mountaineer's house is a combination bed room, parlor and

This is the Way that Money Goes up in Smoke

Our grandparents taught us the old saying, "Where there's smoke, there's fire," meaning, of course, that no trouble ever arises without a reason. This old maxim, however, holds good literally; moreover, we know that there has never been a fire without a cause for it. It is the job of our fire prevention men to find out the causes of the fires which occur each month, destroying thousands of dollars worth of property and equipment. Losses through fire represent money that truly goes up in smoke.

The estimated damage by fires on the Baltimore and Ohio during the month of August, 1920, is \$9,620.54; of July, 1921, \$7,381.86; of August, this year, \$3,233.30. From these figures it may be seen that it is possible to cut down this waste. It shows that somebody has been working somewhere. In the record for August, this year, we find the names of 9 divisions which had no fires to report. These are: New York, Philadelphia, Wheeling, Connellsville, New Castle, Cleveland, Newark, Charleston and Illinois. This is good work, a big goal to attain. Let the other divisions follow these nine.

Here are a few of the causes of some of the recent fires and recommendations for their prevention:

ORIGIN

Sparks from locomotives.

Fire in adjacent property setting fire to car on sidetrack.

Tramps and trespassers building fires in cars.

Lamp setting fire to ceiling of car, account of being turned too high.

FIRE PREVENTION RECOMMENDATIONS

Proper inspection of spark arrestors and appliances in front ends of locomotives at least once weekly. Nettings and spark arrestors must be in perfectly tight and serviceable condition at all times.

Cars should not be stored near hazardous risks; ample facilities should be arranged for prompt removal in case of fire.

Efficient watchman service should be maintained in yards and proper closing and securing of car doors when not in use.

Proper guards should be placed over lamps in baggage cars to protect ceiling and woodwork; Pintsch gas or electric lights should be substituted.

reception hall. In this room were two high, four-poster beds, spread with quilts of the old fashioned "log cabin" design, several chairs, a fireplace with a grate, and a mantel. Around the walls hung the family photographs, including one of Mr. Ratcliff which was taken several years ago. There were paper baskets of artificial flowers, turkey-wing fans, calendars and other pictures framed in buttons, chains, and other knick-knacks. Back in the kitchen hopped a pet crow. On the right of the kitchen was the little bedroom occupied by the old rail-roader. Clean and comfortable, situated where the cool breezes of the mountains can sweep through from all directions, there is perhaps no place more fitting for one who is accustomed to a life of activity to spend his declining years.

In the front yard there were beds of larkspur, dahlias, zinnias, marigolds and cosmos; and although we could not see them, we felt that somewhere in the back of the house there must be a patch of corn and pumpkins and another of tobacco. In a large pen, alongside of the front fence, lay a good sized porker, gruntingly proclaiming

that he is to furnish a part of next winter's meat supply.

Mr. Ratcliff had retained his memory up until a few months ago. Even now he recalls the names of some of the old-time rail-roaders. Among those not already mentioned whom he knew particularly well were: Master Mechanic Perkins, Road Foreman of Engines Ford, Conductor Smallwood, "Captain" Walker and "Uncle Buck" Williams, who died recently. Mr. Ratcliff also fired for "Pete" Moran; he does not recall the number of the engine, but thinks it was No. 105.

"Uncle Noah," blind and deaf, and groaning with weakness, has not far to go before he reaches the end of his journey. About once or twice a year, the Veterans pay him a visit and look after his needs. There is little now that can be done for him in a material way, but you who go to Buckhannon will do well to look toward Sand Run Mountain and say a prayer for Noah Ratcliff, a pioneer who helped blaze the trails and suffered hardships that you and I might have the pleasure of riding in comfort over the mighty rails of the Baltimore and Ohio.

Why Government Ownership is Inefficient and Destructive

(From the *Efficiency Magazine*, Edited by Herbert N. Casson, London.)

SPEAKING quietly, without rage and prejudice, can any one tell why it is that all government departments in all countries, are slow, wasteful and incompetent?

There must be some basic reason for this, as the individuals in these departments cannot all be inferior to the individuals in private firms.

Almost invariably an able man becomes disabled when he is placed in a government department.

He becomes timid, procrastinating, non-committal, evasive and unprofitable. He becomes a mere chattel of routine.

Why is this?

The fact seems to be that man simply can-

not be competent in a government job, for the following reasons:

(1) There is not payment by results.

There is no piecework. There is not profit-sharing. A man gets as much for doing badly, as he does for doing well.

(2) There is no fear of discharge.

A man may be transferred, but, as long as his conduct is satisfactory, he cannot be discharged for incompetence. Any sort of a fool can hold a job forever in the civil service.

(3) There are no profits to be made.

There is no possibility of bankruptcy. If the department doesn't pay—very well. The treasury has plenty.

(4) There is no danger of losing customers.

A government department does not depend upon its customers, so that it has no incentive to be quick and courteous and obliging.

(5) The main thing is accuracy, not success.

A government employe has simply nothing to do with success. His aim is to avoid mistakes. The less he does—the fewer mistakes.

(6) Time is of no consequence.

As all government employes are made into clerks, they come to have a clerk's disregard of time. To clerks, as to lawyers, a delay is a relief and a comfort—the more the better.

(7) The work is impersonal.

There is very little personal responsibility in a government office. The clerks have arranged a system whereby nobody is to blame, no matter what happens.

(8) There is no competition.

A government department is always a monopoly. If it were not, it would soon be thrown aside. It has no competitors to battle with, and it can take its ease and do as it pleases.

(9) Routine is put ahead of service.

In government departments all the workers (I may use the word) are tied with red tape. They are all the slaves of a system of procedure.

(10) There is no enthusiasm.

If a man stays in a government job long enough he becomes mummified. He loses all the energy and joy of living that are so necessary to efficiency and success.

These are a few of the reasons why nationalization always has failed and always will.

Just put yourself in the place of these poor government automats. No matter how able you are, how could you be efficient if you had:

No hope of profits; no fear of failure;

No competitors; no customers;

No reason of hurry; and

No danger of being found out.

Nationalization is not only a destroyer of trade and commerce. It is not only a coral reef built across the harbor of prosperity.

It is worse. It is far worse. It is a destroyer of men. It takes an able man and grinds him down until he is a clerical drudge.

It lowers the spirit and hardihood of a nation. It pauperizes. It dulls the mind and benumbs the feelings. It changes lions into rabbits. What could be worse?

(From a furloughed brakeman)

"Nowhere else have I ever found such pleasant and congenial associations."

Charleston, W. Va.,

Sept., 20, 1921.

Editor, Baltimore and Ohio Magazine,
Baltimore, Md.

Dear Sir:

Will you kindly furnish me with subscription rates of the Baltimore and Ohio Magazine, or advise me where I may be able to secure copies of same in this city.

Unfortunately I am not in active service now, having been furloughed from the Connellsville Division, on account of depression in business on March 26, 1921. I am, however, a loyal Baltimore and Ohio Booster and I am hoping that I shall be called back in the near future. One might suppose that in an organization as large as the Baltimore and Ohio all dealings would be coldblooded and human interest would be lacking, but I find that the very opposite of this is true. Nowhere else have I ever been shown such consideration and nowhere else have I ever found such pleasant and congenial associations. I am young and I hope to live long enough to consider myself a "Veteran."

Kindly advise if you can supply me with copies since the April issue and of all future issues.

Very truly yours,

(Signed) R. B. Colerider.

Employees Who Are Taking the "Curt" out

J. P. Kane, Train Porter Extraordinary

THOSE of our readers who have had occasion to ride train No. 17 from Baltimore to Pittsburgh when J. P. Kane officiates as porter, will agree that it would take a talking machine and a motion picture machine combined to provide an adequate description of this employe in action. For the clarity of his diction, the polish of his manner and the pride which he takes in caring for the coaches under his supervision, can hardly be pictured in words.

"This train for Relay, Washington, Harper's Ferry, Shenandoah Junction, Martinsburg" and he sounds off the names of the rest of the stations at which No. 17 stops with the precision and enunciation of an old regular army top sergeant drilling rookies—then concludes with: "The next station stop is Relay."

Not a passenger with any appreciation of a polished, clean-cut and entertaining announcement by an employe of a railroad, can fail to feel a little bit happier after having heard Porter Kane in an announcement of this sort.

And he does not stop there. He is constantly on the job looking out for the cleanliness of his cars, giving information to passengers who request it, raising windows here and lowering them there, making women folk and their children as comfortable as can be in a day coach, assisting passengers with heavy luggage on and off trains, notifying them at each station stop

not to forget their parcels and umbrellas, and doing all the other things that an ideal train porter should do.

Naturally, his work is appreciated. Scarcely an official of the Railroad who has heard him in action has not complimented him on the way he handles his job. Our passengers, too, have on frequent occasions referred in enthusiastic terms to his performance and written our Management that it should be proud of having a train porter who is so nearly perfect in the carrying out of his duties.

One of the letters which recently reached the MAGAZINE office about Porter Kane follows:

NATIONAL FRUIT PRODUCTS COMPANY
APPLE PRODUCTS
WOODWARD BUILDING

WASHINGTON, D. C., January 17, 1921.

THE EDITOR,
BALTIMORE AND OHIO MAGAZINE,
Baltimore, Md.

Dear Sir—In the past three years I have, at one time or another, ridden all of your Main Line trains, and I have yet to find a train porter on any of these trains to begin to compare with J. W. Kane. If the Baltimore and Ohio had more porters of the high quality of Kane their reputation for courteousness and cleanliness would be a standard for the rest of the railroads in this country. One could not say more than that in commendation.

Very truly yours,
(Signed) EUGENE G. GRAB.



J. W. Kane, train porter, Baltimore Division

Quite recently Mr. John Glerchman, of the General Chemical Works, Race and Winder Streets, Baltimore, called up the MAGAZINE office and told of a particularly interesting and gratifying experience he had had with the subject of the story. He also suggested that so unusual a train porter be given some recognition in the Railroad MAGAZINE. This we are glad to do and also to add in conclusion that Porter Kane has been with the Railroad since January, 1913, and that his record to date is a clear one.

Engineer John Snyder

June 17, 1921.

Mr. John Snyder,
Chillicothe, Ohio.

My Dear Mr. Snyder—On last Tuesday, June 14, my brother was taken on Baltimore and Ohio Train No. 3 to Winton Place. He was a very sick man and being removed to the Jewish Hospital. His condition was such that any sudden jar would cause the most excruciating pain. We had all dreaded the journey very much on this account. I want to tell you that he made the trip much more comfortably than was anticipated and it was due in a great measure to the very careful way you brought your train to a stop. The same extreme care was noted again in starting. Not once on the trip from Greenfield to Winton Place was there any sudden jerk or jar.

I hope to have the opportunity at some time of thanking you personally for the very careful way your train was handled. Lest this opportunity may not come to me I am writing you direct. This was a matter of favorable comment by the doctor who accompanied us and my brother wishes me to tell you he is very grateful.

Sincerely,

(Signed) CHARLES MAINS, SR.
President American Pad & Textile Co.
Greenfield, Ohio.



The World Speaks.

Any and every employe can help get business by just being courteous.

of "Courtesy" on the Baltimore and Ohio



Clerks Bandy and Donahue

Rate Clerk Bandy and Yard Clerk Donahue

CHAMBER OF COMMERCE

McKeesport Pa. July 7, 1921.

Mr. C. F. GRIMM, Agent,
Baltimore and Ohio Railroad Company,
Cumberland, Md.

My Dear Mr. Grimm—I take this opportunity of voicing my appreciation and saying that in the midst of disappointment July 1, 1921, when the engine of my car suddenly went out of commission, needing factory attention, myself and party found real pleasure in the service rendered by your staff.

After being towed 21 miles to your city, arriving after office hours, we found a couple of your men at the freight office, who, in the most pleasing and courteous manner, took a fatherly interest in us, had a freight car placed at your station, superintended the loading of our car into same by ourselves, then had it attached to train 97 and delivered in McKeesport early Saturday morning. In my many years in business I never received more interested attention.

Again I express my hearty appreciation of your most satisfactory cooperation and firmly believe that such efficiency and conscientious service should become the knowledge of those who have charge of promotions.

Yours very truly,
(Signed) R. F. DULANY,
President.

Good Copy from this Editor

PUBLIC LEDGER COMPANY

Independence Square, Philadelphia
July 12, 1921

MR. E. V. BAUGH,
Superintendent of Dining Cars,
Baltimore and Ohio Railroad,
Baltimore, Md.

Dear Sir—On July 5 the writer had luncheon in your dining car No. 1030, enroute from Washington, D. C. to this city. Within the previous week he had eaten in dining cars of five different railroads, eastern and western, and including several of the best known in the country.

The general excellence of the food and service in your diner was so far superior to that so recently encountered in the diners of the other roads that the writer feels constrained to inform you of that fact. He has handed out "knocks" where he believed they were deserved, in the past, and feels that genuine service should not go unappreciated.

Very truly yours,
(Signed) HARRY A. SHINNICK,
Copy Editor,
The Public Ledger.

Service Cannot Be Excelled

Missouri Christian Endeavor Union

Next State Convention—Kansas City
October 13-14-15-16, 1921

July 20, 1921.

To All Concerned:

It is a great privilege to be able to say a few kind words for the excellent service rendered by the Baltimore and Ohio Railroad.

After operating a special train carrying Christian Endeavor young people of the State of Missouri from New York City to St. Louis we are convinced that the Baltimore and Ohio is one of the best roads in the East. Our train was under the personal supervision of their splendid city passenger agent, Mr. L. L. Horning, who was at all times watching for a place to serve our party and to make the trip more enjoyable. They carried their contract out to the last letter—there was not a hitch in the entire trip.

For scenery this route cannot be excelled in any way.

We can highly recommend the Baltimore and Ohio Railroad to anyone who desires service, scenery, enjoyment and anything that is necessary to make the trip the very best.

Very sincerely,
(Signed) R. L. LANNING,
State Field Secretary of Christian Endeavor.

Telephone Operators, Ahoy!

BALTIMORE, MD., September 22, 1921.
MR. C. A. PLUMLEY,
Superintendent of Telegraph,
Baltimore, Md.

My dear Mr. Plumley—There has been a great deal said relative to the good work that some of our employes are doing in a great many branches, in the operation of the Railroad, but it seems no one has mentioned what good things are done in your department. Therefore I am taking the liberty of advising you that I constantly use the telephone and have always received the most courteous treatment from the young lady operators.

One of the operators in particular, by name Victoria Sabistan, always seems very polite and has, to my knowledge, exhausted her patience in my interest as well as in the Company's.

Yours truly,
(Signed) G. A. BOWERS,
General Foreman, Riverside

Any and every employe can help get business by just being courteous.



—Copyright Underwood & Underwood

An automatic life-boat launching device, the invention of F. F. Pease, of the Bethlehem Shipbuilding Co. Here the life-boat is shown in the cradle from which it is launched. The device, by means of a one-man operated lever, throws the life-boat a distance of 40 feet from the vessel, landing it on the crest of the waves with a momentum, if the ship is standing still, to carry it at the rate of five knots an hour. The arm is then swung back and another boat slips automatically into place.



VIEWS IN WESTON, WEST VIRGINIA

1—Masonic Temple. 2—St. Patrick's Roman Catholic Church. 3—Weston State Hospital for the Insane. 4—Weston High School. 5—Jackson's Mills and house.

Weston, West Virginia, Headquarters of the Charleston Division

By M. W. Jones

Secretary to Superintendent

(This is the first of a series of articles which we hope to run in the Magazine on various cities and towns along our lines. We want all the communities reached by the Baltimore and Ohio to feel that the Railroad is, indeed, a good neighbor, and one of the ways that we can do this is to tell our readers something about these communities, their people, industries, historical associations, progress, public spirit, schools, churches, local government, etc., and the part the Baltimore and Ohio plays in their development. This article was written by Mr. Jones in 1920, publication having been delayed solely because of lack of space. Such articles should be of interest, also, to the people whose municipalities are described. If you happen to be a booster for YOUR town, write the undersigned as to how you can get it included in the series.—Editor)

ON JUNE 24, 1916, at Deer Park, President Willard made a statement to the officers of the Baltimore and Ohio, there assembled in convention, that holds as good today as it did then, and always will be the public policy of the best and safest railroad—the Baltimore and Ohio. Mr. Willard said:

"It will be the policy of the Baltimore and Ohio, first of all, to endeavor to do efficiently all of the things that a public servant should do. It will earnestly try to satisfy the reasonable requirements of the public for transportation. It is our desire that the people living along our lines should feel that the Baltimore and Ohio is a *good neighbor* and if they are visited by fire, flood or epidemic, they should instinctively call upon us first for assistance, because of our potential strength and our willingness to help them. We will treat our shippers and patrons with absolute fairness and full consideration. When we make a contract we will do our utmost to live up to it. We want to deal with our patrons, shippers and passengers as two honorable men deal with each other."

It is our feeling that no more inspiring text could be taken as the keynote of this article than President Willard's policy—courtesy, fair and honorable dealing, and the good neighbor idea. It is this we are trying to impress on the people along the line of the Baltimore and Ohio on the Charleston Division, and the results speak for the measure of our success.

On July 1, 1918, the Charleston Division was formed, with headquarters at Gassaway, W. Va. It comprises the old Coal and Coke Railway, from Elkins to Charleston, the old West Virginia and Pittsburgh District, from Weston to Richwood, and the Pickens Branch from Weston to Pickens, together with the small branch lines incident thereto.

W. Trapnell was the first superintendent appointed. Little need be said of him, as he is well known on the entire System. He entered the service as assistant engineer on the Cumberland Division on February 15, 1901, and has held, successively, positions, on the Philadelphia, Shenandoah, Baltimore, Wheeling, and other divisions. Mr.

Trapnell broke away from the Baltimore and Ohio twice, once to become vice-president of the Hampshire Southern, which he constructed, and which is now a part of the Baltimore and Ohio, and again to become superintendent of the Coal and Coke Railway, now also a part of the Baltimore and Ohio, returning each time after his work was completed, to his first love. Educated at the Charles Town Male Academy, Shenandoah University School, and Purdue University, he is a man of wide experience, beloved by employes and patrons alike for his absolute fairness and integrity.

In December, 1919, for various reasons, it was decided to move our divisional headquarters from Gassaway, W. Va., to Weston, W. Va.

Weston is the county seat of Lewis County, has a population of approximately 10,000, and is in the heart of the lumber and coal regions of West Virginia.

The first settler of Weston was Henry Fleisher, a revolutionary war scout, in the year 1777. In those days the town was called Fleisherville. In 1817, the county seat of Lewis County, which was then at Westfield, was moved to Fleisherville. The present Weston then consisted of only a few houses. In 1819 the name was changed to Preston, and in 1820, to Weston. The present town of Weston was incorporated in 1854.

The first effort to run a railroad into Weston was in 1878, when a narrow gauge line was surveyed from Clarksburg to Macpelah Junction, about one mile from the present Weston passenger station. This road was built in 1879, and was known as the Weston and West Fork Railroad, the name being changed the same year to Clarksburg, Weston and Glenville. During the same year the road was extended into Weston proper.

In 1883 a narrow gauge line was surveyed and built from Weston to Buckhannon. This was known as the Weston and Buckhannon Railway. In 1890 both these railroads were changed to standard gauge, and on September 1, 1890, both were taken over by the Baltimore and Ohio.

The West Virginia and Pittsburgh Railway, now a part of the Baltimore and Ohio, was built from Weston to Sutton in 1890

and 1891, the first through passenger train entering Sutton in June, 1891. The road was extended, Flatwoods to Camden-on-Gauley, in 1892 and 1893, and the final link from Richwood to Camden-on-Gauley was completed in 1893.

At Weston there is located the State Hospital for the Insane, which is the oldest public institution in the State of West Virginia. When work was commenced on this hospital, Weston was in the State of Virginia. The first appropriation was made on March 22, 1853, a \$25,000 hospital being built to accommodate 250 patients, and it was known as the North Western Asylum. This hospital was taken over by the State of West Virginia immediately on her admission to the Union of States. The first superintendent was Dr. R. Hills of the Central Ohio Insane Asylum, Columbus, Ohio. At present the property of this hospital comprises 335 acres purchased, and 204 acres leased. The buildings consist of main administration and ward buildings, 1,290 feet long, with several wings, fronting on the West Fork River, also a number of good sized buildings in the rear. The main building is the largest hand cut stone structure in the United States. The present number of patients accommodated is 610 male and 498 female, or a total of 1,108. The staff in charge today consists of Dr. C. E. White, superintendent, Dr. J. G. Pettitt, Dr. M. R. Casey and Dr. Cecil Dunham. Dr. Dunham joined the Medical Reserve during the recent war. The estimated cost of the State Hospital for the Insane as it now stands is approximately \$500,000.

Another of the beautiful buildings of Weston is the Masonic Temple, which was built in 1917, at a cost of \$115,000, the money being furnished by members of the Masonic Fraternity in Weston. It was built by A. J. Breiternitz, of Clarksburg. The present heads of the Fraternity are H. R. Gaston, Master, M. B. Spriggs, Junior Warden, and J. G. G. Heavner, Senior Warden.

Weston has probably as fine a lot of churches, of all denominations, as any other town of its size in the United States. These are: St. Paul's P. E.; Clawson Helmick Memorial M. P.; St. Patrick's R. C.; First Methodist Episcopal; First Baptist; First Presbyterian; First A. M. E. and the United Brethren. Particularly beautiful from an architectural standpoint are the Roman Catholic and the Baptist, pictures of which will be found on accompanying pages.

Weston's educational facilities are of the best. The high school was built in 1911, at a cost of \$80,000. Here all courses such as Domestic Science, Commercial, etc., can be taken as desired. It also has a gymnasium which will accommodate 800, the auditorium 850, and swimming pools. There are four suburban schools, where all grades are taught. In addition, we have St. Patrick's Parochial and High School and a colored school, where grades from the first to the twelfth are taught. Weston's present



First Baptist Church

School Board consists of R. R. Hale, president, F. E. Jarvis and J. W. Ballard, commissioners, Dr. Costa Smith, secretary, and Professor F. R. Yoke, superintendent.

There are two theatres, the "Camden" on Second Street, and the "New Theatre" on Main Street, seating approximately 500 each. Visitors to Weston will find two up-to-date hotels, the "Camden" and the "Bailey House," the latter dating back prior to the Civil War. The Bailey is generally known as the "Chicken Hotel" on account of their practice of serving chicken for dinner daily the year round.

The principal factories of Weston are the Crescent Window Glass Company, which employs 375 men; the Weston Glass Company, employing 100 men; the Weston Brick and Tile Company; the Sun Lumber Company; Westwood Manufacturing Company; Central Lumber Company; Sprigg Lumber Company; Danzer Manufacturing Company; Weston Ice Company; Hope Lumber Company; Holly Elk Lumber Company; Eakin Lumber Company and Acme Lumber Company; the Keener Oil and Gas Company, and many others.

At Weston are located the headquarters of the West Virginia and Pittsburgh Shippers' Association; H. B. Curtin, president, J. H. Brewster, secretary and treasurer; also the Elk River Coal Association; C. L. Voglesang, president, and E. V. Shorr, secretary.

The principal industries of the town are dressed and rough lumber, window glass, tableware (glass), coal, gasoline, oil, gas, brick for buildings, tile, ice manufacturing, wholesale groceries and iron founding. It is also a large center for the distribution of automobiles.

The system of government is municipal, and the personnel this year is Mayor O. L. Harrison, Councilmen Henry Brewster, O. Harper, M. S. Fleming, J. R. Davis, George H. Wilson and Chief of Police G. L. Skinner.

A membership of fifty-four comprises Weston's contribution to the Rotarians of the World, the Rotary Club being governed by President E. G. Davisson, Vice-President

Burr M. Spriggs, Treasurer Charles M. Snaith, Secretary Frederick D. Petty.



Superintendent Trapnell

The Monongahela Valley Traction Company operates interurban trolley service



Weston passenger station. Insert—J. P. Ryan, agent and general yardmaster

between Weston and Clarksburg, every hour of the day. From Clarksburg radiate in all directions, east and west, connections on the main line of the Baltimore and Ohio for any point in the States.

No story of Weston would be complete without reference to the Old Jackson House and Mills, located about four miles from Weston, where the famous Stonewall Jackson spent his boyhood days, as shown in part in the accompanying picture.

The Old Jackson House and Mills are situated on the West Fork of the Monongahela River. Here Stonewall Jackson lived and worked, and the place, then so little known by the outside world, by association with his name has become historic.

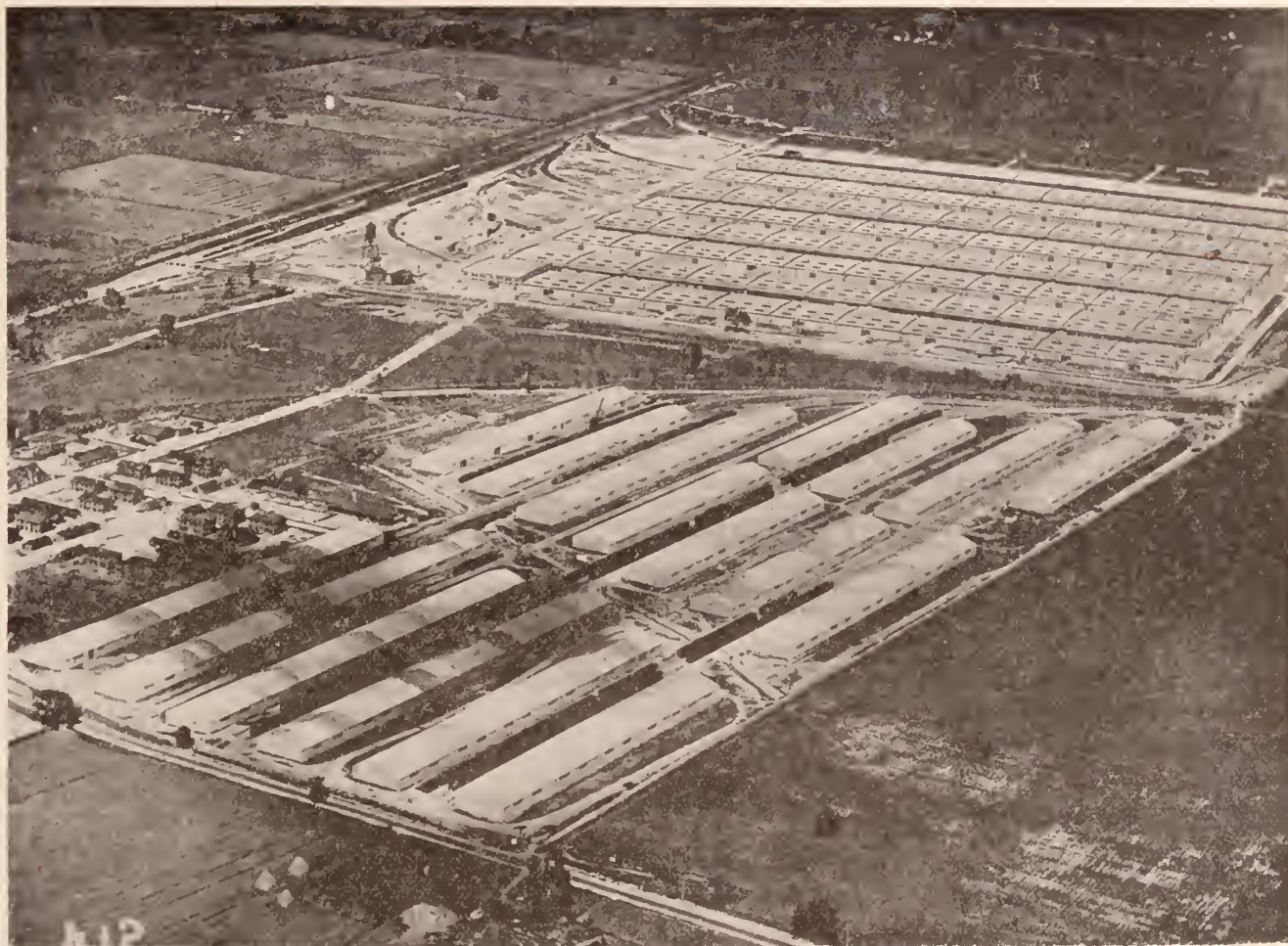
Cummings E. Jackson, the uncle of Stonewall, and owner of the house, mills and adjoining farm, took him after the death of his father, when the boy was about 12 years of age, to live with him, and taught him to work in the mills and on the farm.

The old house where Stonewall passed his boyhood days no longer stands, having been destroyed by fire some time ago. The only buildings remaining are the mills, and the two small store houses seen to the right of the residence in the picture.

Today, the place is known as Jackson's Park, and is used as picnic grounds, being conveniently situated on the lines of the Monongahela Valley Traction Company. Each year an annual reunion is held at the Jackson Park under the auspices of the Stonewall Chapter of Clarksburg and the Robert E. Lee Chapter of Fairmont of the Daughters of the Confederacy, in memory of the hero general.

There are many other places of interest in the surrounding neighborhood, but lack of space prevents dwelling on them.

A local representative of the Railroad Company has discussed with our patrons in Weston the question of recent increases in rates granted the railroads. They seem generally satisfied that the railroads should be given sufficient revenue to meet the grants of the Labor Board and the de-



This Army Reserve Depot at Columbus, Ohio, covers 471 acres and has 14 miles of tracks. Its yard capacity is 800 cars—35 cars along each warehouse—with 8,581 carloads of material in storage

mands for new equipment. They wish service, and they are willing to pay any reasonable rate to get it. They recognize and appreciate the "good neighbor" policy, and express satisfaction with the treatment they are receiving from local railroad men. The only complaint that they have against the service is the prevailing difficulty throughout the country—car shortage.

In conclusion, the writer gratefully acknowledges assistance rendered him in securing the historical data required for this article to J. P. Ryan, local agent, Baltimore and Ohio; J. B. Gisse, local photographer (for the pictures); R. L. Bland, and Sheriff Hale.

The Army Reserve Depot at East Columbus, Ohio

By J. V. Price

Chief Clerk, Agent's Office

IN THE Spring of 1918, the United States Government purchased a tract of land five and one-half miles east of Columbus on the lines of the Baltimore and Ohio, the Pennsylvania, and the Toledo and Ohio Central Railroads and erected a mammoth storage warehouse.

The construction work was done under the direction of Major T. Frank Quilty, a prominent construction engineer of Chicago,

Ill., and the actual work was done by the Hunkin Conkey Company, of Cleveland, Ohio.

The original buildings were erected in record time and were complete for occupancy by the middle of October, 1918. There are eight brick and tile warehouses, 160 feet by 1,518 feet, one open shed, same size, 17 steel hangar buildings, 66 feet wide by 500 to 800 feet long, with a total floor space of 3,488,434 square feet.

The reservation covers a space of 471 acres, has 14 miles of standard gauge railroad tracks. The capacity of the yards is 800 cars and 35 cars can be spotted at each warehouse; there is also a standard track scale in the main yard.

There have been stored in these buildings and grounds 13,843 carloads of freight, and 5,262 carloads have been re-shipped since January 1, 1919. They have almost anything in stock from a can of pork and beans to a 70 ton pile driver.

The accompanying photograph was taken from an aeroplane and gives a fine illustration of the magnitude of this reservation, showing the hangars in the foreground and the brick buildings in the background. The Baltimore and Ohio and Pennsylvania lines cross the upper background, and the Toledo and Ohio Central, between the hangars and the brick buildings.

A Real American

What is a Real American?

He is a Patriot, not a Partisan.

He votes.

He pays his taxes honestly.

He keeps informed on public questions.

He hates militarism, but is ready to serve in army or navy when his country is at war.

His heart beats a little faster when he sees the Stars and Stripes.

He honors those who work, and has a wholesome contempt for idlers.

He speaks slowly, and means a little more than he says.

He is tolerant of anything except intolerance.

He does not care what your religious belief is, so long as you are decent.

He likes to make money, but likes to see everybody around him making money also.

He does not enjoy riches in the midst of poverty.

He wants a family of his own, a business of his own, a house of his own and an opinion of his own.

When laws do not suit him he does not break them, he changes them.

He wants nothing for his own country he would not be willing for other countries to have for themselves.

He does not want the United States to rule the world, but to be the Big Brother to the world.—*Exchange*.

Women's Department

Edited by MARGARET TALBOTT STEVENS

Where the Latchstring Hangs Outside

NOTE: Back in the early days of American history, when style, custom and financial conditions demanded that our forefathers live in log cabins, a lock on a door was practically unknown. To guard against the invasions of Indians, a heavy wooden or iron bolt was placed on the inside, but to one's neighbors there was always extended the hospitality of the latchstring. A latch that lifted up and down was placed on the inside of the door. Above the latch was a small hole. A string was fastened to the latch and passed through the hole to the outside, so that he who entered needed only to pull the string and the latch would fly up. If, however, the good housewife peeped from her window and saw an unwelcome guest approaching, the latchstring was pulled inside, and the visitor, not seeing the latchstring hanging out, would go his way. In this manner, the latchstring took the place of "Please take a seat, Madame will see you in a minute," or "Madame wishes me to say that she is not at home today." Thus it became customary to welcome a friend by telling him that your latchstring hung outside whenever he wished to honor your house with a visit. We still hear this old expression among American people. May it live forever as a memorial to American hospitality!

*Oh! it's great when they're glad to see you, when the front door's open wide,
When your cares are all forgotten in the home where peace abides,
Where Mother waits to greet you,
And the dog runs out to meet you,
When you go home for Thanksgiving, and the latchstring hangs outside.*

*Oh! it's great when they're glad to see you, when the corn is in the bin,
When you hie back to the country, far away from the city's din,
Where the turkey's fat for killing,
Where the pantry shelves are filling
With good things for Thanksgiving that will feed your kith and kin.*

*Oh! it's great when they're glad to see you, where the good old folks are found,
When Grandmother calls you "dearie," and Grandfather hobbles 'round,
And pats you on the shoulder,
Saying "H'm! It's blowin' colder,"
When you go home for Thanksgiving and the frost lies on the ground.*

*Oh! it's great when they're glad to see you, when the chairs are side by side,
And you sit by the open fireplace, and your heart fills up with pride,
When they tell you how they've missed you,
And when Mother's lips have kissed you—
Then you're grateful for Thanksgiving where the latchstring hangs outside.*

The Pilgrim

A true story

IT WAS on a late November evening that Professor Georgius, surrounded by a host of dictionaries and reference books, was seated in his study deeply engaged in tracing the origin of a certain French verb. Although it had been hours since he had actually smoked, his Meerschauum was held in a vice-like grip between his teeth. Nearby in a rocker sat his sister Jane, his constant companion whenever he studied. She always knew when to speak and when to keep silent. Tonight, as the winter winds whistled around the treetops and swished about the corners of the house, it was a wonderful hour for studying, and

she kept silent. She knew that there would be a word for her shortly.

Presently her brother lifted his head, and a smile that might have done justice to the face of the father who welcomed home his prodigal son overspread his countenance.

"I have it! I have it!" he shouted as he reached for his tobacco jar.

"Tell me about it," urged Jane.

The brother began, but hardly had he put together the two Latin derivations when the clang of the big knocker on the outside door startled the two of them, for this was not a night when one might have expected company.

The professor arose and went to the door. As he opened it, a gust of wind nearly blew away the papers which he held in his hand. Catching them quickly, he looked again and saw the figure of a young woman standing there.

"Come in! Come in!" he cried, not waiting to see who she might be, for it was too cold to hold a conversation in a doorway.

The girl entered and the professor led the way to his study. Jane arose to meet them. The visitor was a dark-haired, plump little creature, with eyes that sparkled under the bright light of the room like the ripples of a river under the glare of noonday sunshine.

"I am Sophia Minoff," she said simply, taking the comfortable seat that was offered her. "A friend have tell me that you teech Aingleesh. I come for ask you for give me lesson. By the week I work an' I mek twelve dollar. I can pay what you say, but I come for my lessen only at the night."

As she spoke, her cloak, which she had loosened at the neck, slipped from her shoulders, revealing a short black frock and a red, hand-crocheted jacket. She was the living model of the pictures of Russian peasants painted by the great masters. The brother and sister exchanged glances. The fires of ambition stirred the girl's heart and shone in her gestures.

For a long time they talked, the professor seeking to find out the extent of her education. Arrangements were made for her lessons.

"I have a holiday at my place tomorrow," she said, "I can come tomorrow, if you say. What you call tomorrow?"

"Thanksgiving Day," answered Jane.

"Ah, yes, and what is this you call Thanksgeevink?"

Then Professor Georgius explained in simple language the meaning of the American Thanksgiving Day; of how and why it was celebrated by our Pilgrims forefathers; of how it had been set aside each year as a day of prayer and feasting. Sophia's eyes sparkled.

"What have you call theese peoples?" she asked.

"Pilgrims," they replied.

"Then," said the little Jewess, "I theenk I am a Peelgrim."

"And I have a Thanksgeevink Day, too, I theenk," she added as the brother and sister looked at her wonderingly. Sophia went on.

"I am born in Russia. When I am a baby my fatha take my motha, my two sista, my brotha and me down to leeve in Jerusalem. My fatha he issa rabbi, but he keep a store, too. I learn to help keep store. When I am eight year old, we go to South America, to Rio de Janiero. There I learn spik much Spanish. But my motha and fatha have sadness, you call trouble. They no spik togetha. Then my fatha take me—I am eleven year old—and bring me back to Jerusalem. Leave my motha, sista and brotha in South America.

"In Jerusalem my fatha have no frien's,

maybe one, maybe two. He do not go out to mek great many frien's; he spend mucha time with his books. He teech me much, but I work much in store. But thees is not for long. Sis month after we have arrive, my fatha tek seek and die. I am alone. Oh, for day and day I can theenk of nothink but my fatha. I cry also for my motha, but I have no money for go see her. I have nothink. A man who tek the store say he will tek me to care for store. I stay, but oh, I work, work, work. At night I am seek. The man nio treat me well—mad, angry all time. I say myself I will run away.

"One day a many peoples, Jewish like me, say they goink to Greece. I ask if they will tek little Sophie along. One man say, 'Let the little girl go; I can hide Sophia on the ship weeth my little ones.'

"And so, I go. But after many days we are on a ship in the Mediterranean Sea. A Turkish ship have take us. They say we must go to Constantinople. I am so frighten' I do not know what I shall do. They say we must go to prison. At Constantinople they take each family at a time. I do not wish to make trouble in the family I am with, so I hide, then come out alone.

"Soon a man spik to me in Jewish language. I make to belieev I do not understand. I answer him in Spanish. He do not understand me. Then a man spik to me in Spanish. He is Aingleesh consul. He ask me where I am goink. I tell him I believe I am goink to America, (for you see this is where I always weesh to go). He ask if I spik Spanish, why I am with these Jews. I tell him my father is dead and I weesh go to America. He shake his head. He say to Turks I am a silly little girl who believe I am goink to America on this boat.

"In this office is a lady from England say her husband is in Paris and she weesh go to him, but she is very ill. She have a child. If I will tek care of child, she tek me with her to Paris, then to England. The Turk say all right. He glad. I am glad. I promise, and I am happy. Soon we sail for France.

"For two year I have stay with them in Paris. I am now fourteen. I learn to spik some French. Now I have three language.

"This lady now say she is goink back to England to see her fatha and motha. The baby is four year old and it is not necessary that she need me. I beg her tek me with her. I want learn Aingleesh, you see, so I will be ready to come to America some day. The lady say no, her husband say yes, so I go. At Liverpool she say to me, "Sophie, I give you my address. You go now. When you get money to pay me you can send it. I leave you now."

"Oh, I am sorry to leave the frien' who has been so good to me. And now what will I do? I tek my bundle of clothes and walk down the street. Soon I see a Jewish man with long beard, I go to him and ask is there a home in Liverpool for girls who have no motha. How happy I am when I find he can spik my language. He say he

will tek me there. It is a good place. There I find work in factory. In two year I save money enough to pay Mrs. Winston and fifty dollar for myself. Now I know I can come to America and I am so glad I know how to spik a little Aingleesh. Last year I meet a girl coming to Philadelphia. I have hear my motha say she have a sista in Philadelphia. I will go with this girl. I will use my head to find my motha's sista. I come to Philadelphia and find work. After long time I find my aunt. But she tell me she is come to Baltimore. She say I come with her. I come.

"So now I am in the Unite' State. I am in Baltimore. I write my motha. Last week I get a letter. She is well and she say my sista Beckie is come next month to live with me. I want learn much Aingleesh so I can teech my sista. Oh, it is so good I shall see her again. And how happy I am, and so thankful I am livink in the Unite' State, the land where I have dream of for so many time! Do I not have a Thanksgiving Day, too? I theenk I do."

Sophia arose to go.

"Come tomorrow, Sophia," said the professor as she went out.

When they had closed the door after her the brother and sister came back into the study.

"What a little Pilgrim!" he said as he carefully refilled his Meerscham.

"And we," added Jane, "were born in the United States."



Hot Rolls Comin'!

By Chef William Kennedy

Baltimore and Ohio Railroad Dining
Car Department

2 quarts flour
1 ½ cakes Fleishman's yeast
1 heaping tablespoon Crisco
Butter size of a walnut
Small handful of salt
1 teacup sugar

Mix well and set in warm place over night. In the morning make out into rolls and let them "proof." (See letter to women readers). Bake in moderate oven for 45 minutes.

Dear Women Readers:

Ye who think that your kitchen space is small should take a peep into the kitchen of one of our up-to-date dining cars, where you will find everything arranged more compactly than it seems possible to arrange it.

On a recent trip from Cincinnati to Baltimore, I happened to be in the dining car of Steward Spingler, who invited me to inspect his kitchen. Scenting a chance to get some good recipes, I followed on.

There, presiding over the pots and pans, quite as fat and as pleasant as the kind you read about, was Chef William Kennedy. He and his three able assistants were busy at serving hot rolls, honey dew melon, pancakes, crisp bacon, omelets, and all sorts of good things for breakfast—all in a little kitchen with an aisle only about two feet wide. On one side there is a combination table and refrigerator; on the other is the long stove with its broilers, its ovens, and all kinds of snug little warming closets. On a stand beside the stove there stood something all covered up with a snowy cloth.

"What's that?" I asked, consumed with curiosity.

"That's rolls a-proofin', Mum," replied the chef.

"A-what?" I cried as he lifted the white covering, displaying a lovely pan of rolls, "You mean rising, don't you?"

"A-proofin', Mum," said Kennedy, explaining, "we calls it 'proofin'."

"Well, proofing it is then," said I, "you're the cook and whatever you say goes. Now how about giving me a recipe for those rolls? I had a good sample of them for breakfast and I know how good they are."

"Yes, Mum," and his face beamed out from under his white chef's cap until he looked like a genuine advertisement for Campbell's soup or the Cream o' Wheat man.

So I got out my pencil and wrote down the directions just as he gave them to me. You will find them in the recipe column, and I trust that you will enjoy these rolls for breakfast on some fine morning.

Yours sincerely,

Margaret Talbott Stevens

Associate Editor

Lesson In Home Dressmaking

A Slip-Over Sleeveless Dress which can be Frequently Varied by a Change of Blouses

THIS serviceable and smart looking sleeveless slip-over frock is fashioned in dark blue poiret twill, trimmed with black silk braid. The front of the dress is slashed and rolled with the collar forming revers. If desired, the collar may be overlaid with a contrasting material. With the dress separate blouses may be worn to change its appearance. Medium size requires $2\frac{3}{4}$ yards 44-inch material.

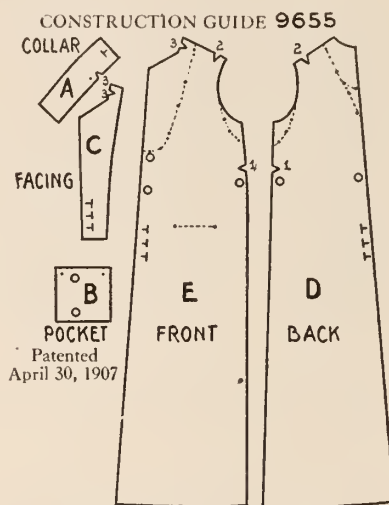
The front and back of the tissue are laid along the lengthwise fold of material for proper cutting, as shown in the cutting guide. The pockets have the large "O" perforations resting on lengthwise threads. To cut the collar and facing, however, the twill must be folded over from each side, so that the selvages meet in the center. Then the tissue sections with triple "TTT" perforations are laid along the lengthwise fold to be cut so that they will not have any seams.



9655
Blouse 8950

Be sure to indicate the perforations and notches before starting to put the dress together. Arrange facing on the front, with center-fronts and corresponding edges even. Stitch to position $\frac{3}{8}$ inch each side of center-front, at the upper edges and graduate into nothing at the upper large "O" perforation in front section. Slash through the fold at center-front of front section and facing, from the upper edge to about $\frac{1}{8}$ inch above

lower edge of stitching. Turn the facing underneath to the inside of dress with neck and shoulder edges even and press to position. Close under-arm and shoulder seams as notched.



Autumn Top Coat in Unusually Fetching Style, Engaging New Coat Dresses, Deep Cuffs and Choker Collars—Other Items of First Importance

By Maude Hall

DISTINCTIVELY different, yet irreproachably correct are the frocks, wraps and tailleurs for Autumn and Winter wear.

Broadcloth in one of the new check patterns is used for a striking model with straight silhouette. There is a plain foundation consisting of long-waisted blouse and skirt, which serves as a background for a sleeveless overdress which is slashed in a deep V at the front. The fronts are then underfaced and rolled back with a standing collar which is trimmed with fancy braid buttons. The button arrangement is repeated on either side of the front, while the fulness is held in with a narrow band of velvet ribbon. The sleeves, which reach almost to the wrists, flare widely and are faced with silk to correspond with the collar, revers and vestee.

There is no doubt of the popularity of the coat-dress, for not only is it becoming to slender figures, but it slenderizes stout figures as well. There's a point worth remembering if one is stout—make the V-

Now, sew collar to neck edge, with notches and center-backs even. Leave collar free forward of small "o" perforation. Roll collar and front of dress as shown in the illustration.

Arrange one pocket section on front of dress, matching the small "o" perforations. Stitch straight across about $\frac{1}{8}$ inch above and below the perforations, then slash along the perforations. Draw pocket through the slash to the inside of dress and press. Arrange another pocket section underneath with edges even. Stitch braid around the collar and lower edge of the skirt and arrange belt as shown in the picture.

Sleeveless Dress No. 9655. Sizes, 34 to 50 inches bust. Price, 35 cents. Blouse No. 8950. Sizes, 34 to 44 inches bust. Price, 30 cents.

Cheese Souffle

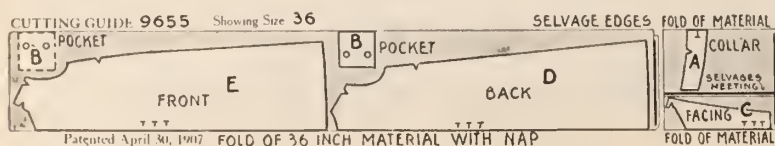
By Mrs. F. H. Redding

One pound cream cheese, dissolved in 1 pint of milk in a double boiler. Add 3 egg yolks. Beat the whites to a stiff froth. Remove mixture from fire and add 1 cup cracker dust, $\frac{1}{2}$ -teaspoon dry mustard, salt and cayenne pepper to taste; 1 heaping teaspoon of Armour's extract of beef. Fold in the beaten whites. Bake for 10 minutes in hot oven.

shape vest long and narrow. This rule is invariable with designers who know the technique of artistic dressing and who study to make their creations approved by the women who wear them. The new French broadcloth is used for still another coat dress of distinguished appearance. The color is dark gray. The dress has an open front finished with an inset chemisette which closes at the center-front. It is built upon a foundation either of silk or less expensive lining, and over this the two-piece skirt is laid in plaits.

Satin figured serge plays its part in the development of the coat-dress, for it is serviceable as well as good-looking. A design that may have either a round or square neckline with collar of contrasting material, is carried out in the new serge, the waist having an open front finished with a long, narrow vestee of self-material. Black silk braid outlines the front, the straight girdle and the flowing sleeves. With the figured materials, plain braids are generally used, while embroidered and otherwise decorated braids are employed to embellish fabrics of plain color and smooth surface.

Since wraps stand out among the essential garments of the fashionable wardrobe when one is planning a little while ahead, it is well to take note of the lovely new coats, fashioned in soft, pile fabrics of unusually rich coloring. Dark gray and brown are in



great demand, being quite as fashionable as black and blue, also equally serviceable. These coats are wearable on all occasions, in many instances corresponding with the color of the tailleur or one-piece frock over which they are worn.

For the elegant Autumn tailleur, tricotine offers perfect smartness. There comes a splendid model in midnight blue, with long jacket and straight gathered skirt. The revers of the jacket are cut long, and for the sake of novelty, there are two pockets on either side of the front, instead of one. Turn-back cuffs trim the long, close-fitting sleeves, and the belt may be of self-material or of rich embroidery.

A wrap in very dark brown possesses unusual individuality. It closes to the neck with a high collar, yet provision is made for rolling the fronts and collar back together to gain the cape effect so much in vogue. The sleeves are cut in one with the back of the coat and lengthened with deep cuffs that are finished with turn-back cuffs.

DRESS No. 9609. Sizes 34 to 46 inches bust.

DRESS No. 9736. Sizes 34 to 44 inches bust and 16 to 20 years.

SLEEVELESS OVERDRESS No. 9721. Sizes 34 to 48 inches bust.

WAIST No. 9715. Sizes 34 to 46 inches bust and 16 to 20 years.

DRESS No. 9711. Sizes 34 to 42 inches bust and 16 to 20 years.

DRESS No. 9575. Sizes 34 to 44 inches bust.

DRESS No. 9741. Sizes 6 to 14 years. Price, 30 cents.

DRESS No. 9699. Sizes 2 to 6 years. Price, 30 cents.

DRESS No. 9714. Sizes 2 to 6 years. Price, 30 cents.

DRESS No. 9698. Sizes 34 to 42 inches bust and 16 to 20 years. Price, 35 cents.



Recipes

By Mrs. H. F. Reddig

Wife of Superintendent, Rock Island R. R.

Gold Cake

Whenever I make an angel cake, I find it convenient to use the yolks of the eggs in making a gold cake.

8 egg yolks

Put these in bowl and beat with a Dover egg beater.

½-cup lard or Crisco

1½ cups sifted granulated sugar

1 cup water

2 heaping teaspoons baking powder

Salt and flavor to taste.

Measure and sift flour and baking powder.

Cream the sugar and Crisco with a tablespoon of water. Add rest of water and flour

alternately. Add salt and flavor. Lastly fold in the egg yolks. Bake in moderate oven, not too intense, increasing the heat.

White Cake

Use same ingredients as for gold cake, except that instead of the egg yolks, use the whites of 4 eggs. Mix as in the foregoing, leaving the egg whites to be folded in last. Bake in a moderate oven, allowing the cake to raise completely before it begins to brown. This cake took first prize in a contest in Oklahoma.

Hypocrisy

By E. H. C.

When friends are friends in sight, not mind,
With honeyed words and smiling lips
Concealing malice heart enshrined;
And these to you are known, beware!
The demon tries you to ensnare.
Trust not his lips, his smiling face,
They will but lead you to disgrace;
A hypocrite no friend can be,
To friend and foe alike is he.



WOMEN READERS!

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

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

Name.....

Street.....

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

Size.....

Send pattern number.



Genevieve

*I saw her knitting yesterday, a garment of an orchid hue,
And stitch on stitch laboriously, she plied her needle through and through.
A frown upon her forehead white, a pout that gathered on her lips,
"There's something wrong," this maiden said, "I'm very sure this needle slips."*

*I saw her knitting yesterday; today her needles idly lie
Neglected in a muslin bag; I sought the maid to ask her why.
I found her with her favorite book, and curled up in her easy chair,
Upon her lips that pucker still; the breeze blew lightly through her hair.*

*"I hate that wool," she said to me, "those needles always drop the thread,
I'd never wear it anyway, I wish I'd bought some blue instead.
I couldn't make the stitches right, they puckered up in every row,
I'll take the wool back to the store, I hate those sweaters, don't you know?"*

*I saw her late this afternoon, her hair was curled, her cheeks were pink,
She ran to meet me down the street, "My dear," she gasped, "what do you think?
Jane Andrews just went by the gate, an orchid wrap she wore. Oh, my!
'Twas simply lovely, I could make one just as pretty, if I'd try.*

*"I'll pull out every single stitch, I'll wind the wool into a ball,
I'll get my needles right away, and knit until I've knit it all!"
Tonight her needles click and clack, the orchid wool lies on her lap,
And if I know my Genevieve, she'll have, like Jane's, an orchid wrap.*

The Brownie and the Thanksgiving Turkey

"COME, dear," said Grandma to little Ned Saunders, who was stretched out before the big fireplace reading his new brownie book, "it's time you were in bed."

It was the night before Thanksgiving and little Ned was tired. He had helped Grandpa pluck the feathers from the big turkey that was to be roasted for tomorrow's dinner, he had carried three heavy pumpkins from the barn for Grandma to

make into pies, he had helped to bring in the firewood, he had gone to the store for sugar and cinnamon, and he had beaten up the foamy egg whites for the big cake that Grandma had made. Now you may be sure that it was a sleepy little boy that Grandma tucked into bed.

The hired man had said there would probably be snow in the morning, and Ned wondered if there would be coasting. He hoped so, but.....

"Tap, tap, tap," sounded something at the foot of his bed.

"What's that?" asked Ned, sitting bolt upright and blinking his eyes, for the room had become as bright as day.

There, astride on the footboard, sat the funniest little man that Ned had ever seen. He was dressed all in brown with a long red hat, a long red beard, and long, pointed, red shoes. He was no taller than Ned himself, and yet he looked very old. He rocked back and forth and shook himself with laughter until the tears ran down his cheeks and into his beard. Ned was so astonished that he could think of nothing to say.

"Hello, little Ned Saunders," said the little man presently, "I have been with you all day and I'll bet you didn't know it. Ha! Ha!"

"With me?" asked Ned, wonderingly.

"Yes, with you. You see, I'm a brownie and can make myself invisible."

"That means that you can see other people when they can't see you," explained Ned, who remembered about the brownies in his book.

"Exactly," declared the little fellow as he hopped down to the floor. "Now I want you to come with me."

"But I'm not dressed," began Ned.

"Hop into this," commanded the little man, flinging him a red cloak.

As Ned stepped out of bed the red cloak fastened itself all around him. It was very warm and comfortable, and Ned thought he had never seen so fine a cloak. It covered him from head to foot, leaving only a little space for his mouth, nose and eyes. In less than a minute, Ned was at the Brownie's heels.

"Let us go down to the pantry," said the little man.

"But Grandma has the keys," protested Ned.

"So have I," declared the little man, dancing a jig in the middle of the floor, "come along."

In two seconds they were at the pantry door. The brownie reached into his pocket and pulled out a key quite as long as his little arm. In another second the pantry door was open and they were inside. Here it was very bright, too, but Ned couldn't find out where the light came from. There hung the turkey that was to be baked for



tomorrow; there lay the lovely brown pies, and the big white frosted cake. The brownie leaped upon the pantry shelf and waved his key in the air.

"See!" he shouted.

As Ned looked he saw the big market basket roll out from under the shelf; then four of the biggest pies jumped down and fastened themselves to the basket. Ned's eyes were nearly as big as the pies, for here was a basket carriage with pie wheels. The brownie tapped a big jar and out jumped two long sticks of macaroni, which fastened themselves to the carriage for shafts.

"I wonder where the horse is," thought Ned to himself. But he had not long to wonder, for in another minute the turkey was backing into the shafts. The brownie tucked the shafts under the turkey's wings, seized the big white cake from the shelf, and hopped into the carriage.

"Get along, old gobbler!" he cried gaily, waving a stick of cinnamon in his hand. Soon they were galloping up and down the pantry floor.

"Hop in," called the little man to Ned.

"I'm too big," declared Ned.

"Nonsense!" cried the brownie, seizing the boy by the hand and pulling him into the carriage. To his astonishment, Ned soon found that he and the brownie were both comfortably seated on the top of the big soft white cake. Then the turkey started to run. Just as Ned thought his head would strike the wall, a door opened and they found themselves riding on a beautiful country road.

"Where are we going?" asked Ned. The brownie laughed.

"We're going to Gnometown," he said. "Do you see that tall spire? Well, that's the castle where the Gnome king lives. It's a lovely place, but once you're there, you can't find your way out."

"Then I'm going home right now," declared Ned, "let me out!"

"Too late now, we're a hundred miles away from your home," laughed the little man, urging the gobbler on with his cinnamon stick. But Ned was so frightened that he jumped from the carriage and landed in the middle of the road.

* * * * *

"Come, little Ned, it's time to get up," called a voice. Ned opened his eyes. There stood Grandma in her pretty white cap and apron that she always wore on Thanksgiving Day. Ned was bewildered, he didn't know whether he was asleep or awake.

"What's the matter, dear, have you been dreaming?" asked Grandma.

"Yes—yes'm, I s'pose so...." began Ned.

"Well, hurry and get dressed. Breakfast is ready and there are two inches of snow and a hard crust on the ground."

"Hooray!" shouted Ned, as he bounced out of bed and hustled into his clothes.

When he had finished breakfast he followed Grandma into the pantry, for al-

though he had told nobody about his ride with the brownie, he felt quite sure that the turkey, the pies, the basket, and the cake would be gone. But they were all there.

At the dinner table he told them about his strange dream.

"Ha, ha!" laughed Grandpa, "I'll bet

that was because of the brownie book that he had been reading before you went to bed."

And everybody laughed, but for many weeks afterward whenever Ned thought of his ride behind the Thanksgiving turkey he wondered what would have happened if he had stayed in the carriage with the brownie.

Christmas Presents from the Fields and Woods

THOSE who will keep their eyes open when walking through the November woods will find hundreds of beautiful things from which to make gifts for Christmas. The woods and fields that lie along the river produce a greater variety of decorative plants, trees, etc., than those farther inland.

On the branches of the gum tree there may be found a kind of fungous growth that gives to the branches the appearance of gray fern. These may be gathered, cut into proper lengths, and fashioned into picture frames, by means of brass-headed tacks. An acorn or two fastened into each corner by means of putty, and the whole given a coating of silver paint, will make a lovely frame for an outdoor picture.

Cushions made of pine needles or of the leaves of life-everlasting make gifts that will long be remembered.

Fetching little ornaments may be made from the big lichens that are to be found on

decaying tree stumps, if one has the gift of being able to paint simple landscapes. Use the smooth sides for landscapes, painting mountains on the rough backs. Edged with the tiniest bit of gilt, these give the appearance of dawn on the mountain side.

Birchbark glued to heavy cardboard makes an artistic background for a hand-painted match scratcher. A little girl in Southern Maryland made a pretty smoking set for her father from a bit of smooth board, two clumps of lichens, sandpaper and iron glue. Pine cones make admirable porcupines to hold placecards; milkweed pods may be transformed into beautiful birds, and even the homely wild bean pod will make a handsome alligator—that is, if an alligator may be called handsome.

The lovely partridge-berry grows close to the ground in sandy woodland. Put a small bunch of it into a little glass bowl, in the bottom of which has been placed a carpet of green or gray moss. Sprinkle generously



HURRAH FOR THE BALTIMORE AND OHIO YOUNGSTERS!

1. "Bill", Jr., son of Assistant Foreman W. L. Stephens, Martinsburg Shops. 2. Chester, son of Machinist Fred Massie, Illinois Division. 3. Melville Robert, son of Melville Gemmill, secretary to freight traffic manager. 4. Etta, daughter of W. H. Tarr, Magazine correspondent, Baltimore Terminals. 5. Marion and Gerald, sons of Machinist F. M. Fletcher, Mt. Clare Shops. 6. Vera, daughter of Engineer George W. Wendall, Washington Terminals

with warm water, place one top on, and tie with a bit of red ribbon.

For bouquets that will last all winter, get out some of those left-over Easter-egge dyes, a bit of gold and silver paint, some bouquets of life-everlasting, acorns on their stems, pine cones and wild cucumber burrs on stems, milkweed pods, and anything that looks as though it might be made over into something decorative. The open burrs of the Jimson weed have a smooth interior and are especially adaptable. Dip your brush in silver paint and go over the outside. With red or pink oil colors, paint the center of the inside. Dye the flowers of the life everlasting red and yellow with the egg dyes. Give the acorns and cucumber burrs a coat of gold paint, treat the milkweed pods like the Jimson burrs. With branches of the mountain laurel as foliage, you may arrange bouquets that cost a small fortune in the fashionable shops.

Examination

Question: What animal is satisfied with the least nourishment?

Answer: The moth. It eats nothing but holes.—*Exchange*.

Thanksgiving Is Here

By Louise Perry, Ida Smith and Marie Le Chener

Dorsey, Md.

THANKSGIVING time is here to make children happy. There will be lots of good cheer. The turkey is fat and saucy; perhaps he doesn't know what a good big roast he will make. The great big pumpkin in his pretty yellow jacket has just said goodby to the cornfield, for he knows what is going to happen.

He'll be cut into pieces
And cooked in a pot,
Then baked in a pie
And we shall eat him hot.

There are lots of cranberries
To garnish the dishes,
And each one may eat
Just as much as he wishes.

And Oh, for the pumpkin pie
And the great big chocolate cake,
But ah, they make me sigh,
For they give me tummy ache!



Drawn by Ella L. Beckman, Baltimore, Md.

The Little Wild Birds

By Dorothy Cassady

Marysville, Ind.

We love to see the wild birds,
We love to hear them sing,
We hate to see them leaving,
Though they come back in the Spring.

Some folks like to shoot them,
But I don't call that fun,
For the birds eat the worms in the gardens
'Till after the harvest is done.

Indian Life

By Frances Riley.

Dorsey, Md.

The Indians lived in the Western lands,
And spread their wigwams in the sands,
They loved to hunt from day to day,
While their children were at play.

And never could they read or write,
Though always they knew how to fight,
They never went to school one day,
But always were at fight or play.

An Oversight

"John," asked father, "do you practice on the piano while I am away at business?"

"Yes, father, every day," replied the boy.

"How long did you practice today?"

"Three hours."

"Well, I am glad to hear that you are so regular."

"And the next time you practice be sure to unlock the piano. Here is the key. I locked the instrument last week and have been carrying the key in my pocket ever since."—*Exchange*.

Teacher, to little boy: "What is your name, dearie?"

Little boy: "Jule, Teacher."

Teacher: "Don't say 'Jule,' you should say, 'Julius.'"

Then to the next boy: "And what is your name?"

Second little boy: "Bilious, teacher."

—*Exchange*.

A school teacher who had been telling a class of small pupils the story of the discovery of America by Columbus ended it with: "And all this happened more than four hundred years ago."

A little boy, his eyes wide open with wonder, said after a moment's thought: "Gee! What a memory you've got!"

—*Boston Herald*.

Please ask your mother to do her Christmas shopping early.

Aunt Mary

Dear Boys and Girls:

When I begin to write a story, like the one about Ned and the brownie, there's a peculiar thing that always happens. My old typewriter keys just keep on going so fast that I can't seem to stop them, and the story grows longer and longer, until it threatens to take up all the space in the MAGAZINE. Then the editor man gets out his blue pencil, the scissors man gets his shears, and they both get to work to see what they can do to make it short enough to fit our pages. The printer man says if I do not make the stories shorter he won't be able to print anything else that the boys and girls send in. So that's one of the reasons why we don't get all of your contributions in the issue of the MAGAZINE for which they are intended.

Another reason is that it takes so long for the MAGAZINES to get to some of you by the time your contributions have reached me, the printer man has shut up his doors for that month and refuses to take anything more. However, you may be sure that when anything is left out, it will be sure to appear in a later MAGAZINE.

Now I am going to tell you a little secret. You do not need to wait until you get the MAGAZINE before you write, for if you send in something nice we shall use it anyway. And in order that you may know just what to send, I shall tell you for several months ahead. The January number will be all about winter time; the February number about George Washington, Abraham Lincoln, and valentines. I want somebody to write and tell me what you think we ought to have in the March number.

Next year we are going to make our Children's Page better than ever, and I hope that we shall have lots of new little folks to join in our fun. Send all letters to Aunt Mary, Baltimore and Ohio MAGAZINE, Mt. Royal Station, Baltimore, Maryland.

I send you my love.

Aunt Mary



Safety Roll of Honor

Baltimore Division

On September 17, Foreman A. Long, on Section No. 26, Washington Branch, observed a piece of iron hanging from side of engine 5214, train No. 21. He called this to the attention of the fireman, who had engineer stop the train. The piece of iron was removed. Had not Foreman Long observed same in time, it would have caused damage at Hyattsville, with possible personal injury.

Engineer J. I. Way and Fireman J. H. Gunter, in charge of engine 5201, train No. 503, September 18, discovered ties on fire on the Susquehanna River Bridge. They stopped and put fire out. They were further delayed by light out at Hall signal at Bush River. Notwithstanding these delays to the schedule of No. 503, it arrived at Baltimore two minutes late and in Washington on time.

On September 28, Conductor J. F. Tobin, in charge of engine 1275, Hagerstown Rambler, observed that there was a concrete mixer in a gondola that was too high for bridge at Keedysville, Md. He had train stopped before going under the bridge and averted serious damage.

On the night of October 22, as the engine of No. 171 was slowing down to stop at the Halethorpe station, the fireman noticed that the platform around the tracks at station was on fire and burning hard. Before the train had stopped he jumped from the engine, ran back with his scoop and by throwing ashes from the embankment on the platform, tried to put the flames out. They had gotten too great headway to enable him to do this and Trainmaster Mewshaw being on the train, it was backed and the flames were quenched with water from the tank. The fireman's name was J. C. Moore, and we are glad to commend him for his interest and prompt action.

Charleston Division

Mr. Clarence Feagans, Weston, recently found a tree across the track at Smith's Curve. He walked in and told us about it. He has been appropriately thanked by the superintendent.

Conductor Condry has been commended again for careful inspection of his train.

Car Repairman N. A. Skinner of Burnsville has been commended for making temporary repairs to telegraph wires near Burnsville, thereby promptly restoring interrupted communication.

Brakeman J. D. Fury has been commended for discovering defective car in his train.

Everett Coleman, Sutton, discovered a broken rail on the Sutton Branch. He flagged engine 1205, and advised the engineer of the difficulty. The superintendent has written him an appropriate letter of commendation.

Mr. G. T. Carpenter, Lorentz, while walking down the track, found two telegraph poles broken and lying across the rails. He flagged passenger train 53 and

advised the crew, for which our superintendent has written him an appropriate letter of thanks.

Agent L. E. Woofter has been commended for making temporary repairs to telegraph wires broken down near his station. A similar commendation has been sent Agent M. F. Hutson of Bower for his action in like case.

Conductor S. R. Mathews has been commended for finding and reporting a rail broken near Holcomb.

Connellsville Division

CONNELLSVILLE, PA., October 8, 1921.

Personal.

L. E. BOWERS,

Roundhouse Foreman.

CHARLES SPENCE,

Assistant Roundhouse Foreman.

Dear Sirs—It gives me considerable pleasure to commend you for the action taken last evening when the relief out-fit was ordered to clear up derailment of one of our passenger trains at the helper siding at Woodward. Although you had completed your days work you did not hesitate to take the place of the missing members of the relief crew and by doing so prevented further delay in the movement of that train.

The loyalty shown by you as members of our supervising force makes possible a successful operation on the division, and as superintendent of the Connellsville Division, I am very proud to have you members of our organization.

Yours truly,

(Signed) R. W. BROWN,
Superintendent.

Chicago Division

On August 28, Fireman D. C. Russell, called for first 94, Garrett, discovered fire starting in K. & M. 6714, first or second car out on track No. 5 in eastbound yard. He called attention of Engineer H. E. Shaffer to his discovery. Engineer Shaffer, in turn, moved engine slightly, thereby enabling Fireman Russell to extinguish the fire with use of squirt hose. Damage to car was of no consequence; however, had it not been for the alertness of these employes, serious damage might have resulted.

On the morning of October 12, as 4268 east was passing Wellsboro Tower, Operator A. G. Lemert discovered a bad hot box. He got signal to the train, which was stopped and the car set off for repairs.

Ohio Division

The following congratulatory letter has been written by the superintendent to Engineer P. A. Rhulman and Fireman Charles Hood:

We have just had the pleasure of seeing a report made by Road Foreman of Engines J. M. Mendell, relative to the performance of engine 5108, handling train No. 1, consisting of nine cars, Chillicothe to Cincin-

nati, on September 24. The report indicates that 8015 gallons of water were evaporated on the trip, and 450 scoops of coal used, which equals 6300 pounds. These figures indicate that 10.6 pounds of water were evaporated for each pound of coal consumed, which is an excellent performance. We also note that 7.14 pounds of fuel were consumed per passenger car mile, which is a very creditable performance.

I desire to congratulate both of you gentlemen on this performance and particularly hope you will continue this good work.

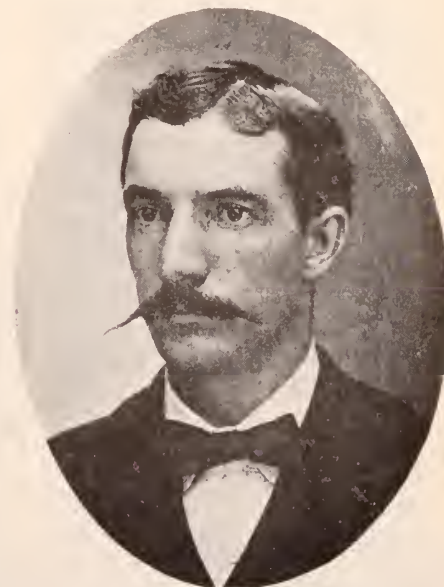
On September 24 as No. 88, engine 2789, in charge of Conductor J. H. Howard, was passing Maderia, Operator O. E. Marsh, on duty at that station, observed brake beam down on C. C. & St. L. 20240, and upon observing this condition signalled to conductor and flagman, who stopped the train and removed the brake beam from the car.

Section Foreman J. Conway observed tie bar down on Baltimore and Ohio 222967, which was passing O'Bannon; he immediately signalled conductor, who stopped train and after making necessary repairs to car, proceeded.

Mrs. Robert Spangenberg, wife of freight conductor and sister of Engineer H. Baucus, recently discovered a broken rail in the main track at Fifth Street crossing, Portsmouth, Ohio. She immediately sent her son to the yard crew, who were switching in that vicinity, and arrangements were made to have rail repaired. There is no doubt but that the alertness shown by Mrs. Spangenberg, and interest displayed on her part, averted an accident to a circus train which was near that point. She is commended.

Indiana Division

While second 94, engine 2783, 39 loads, 1338 tons, moving about four miles per hour, was pulling by telegraph office at Cochran, Operator J. R. Young noticed a loose wheel, north side west pair trucks, lead wheel on Baltimore and Ohio 173305. He immediately notified conductor and in pulling car down to set in passing track for repairs the loose wheel was derailed, blocking main track between switches. The discovery of this defect by the operator permitted of car being set out and repaired, thus averting loss or damage to contents. Mr. Young's photograph appears herewith.



J. R. Young, operator, Cochran, Indiana

On September 25, when extra 2618 west, in charge of Conductor Henderson, was passing Brownstown, Track Foreman C. Heller noticed something dragging about 12 car lengths from caboose. He reported the matter to the operator; the train was stopped about one mile west of Vallonia and parts of the broken beam that were dragging and not safe were removed.

Toledo Division

DAYTON, OHIO, October 6, 1921.

Mr. J. H. McNUTT:

It is gratifying to learn of employees in this department taking an interest in matters which mean saving of property and expense to the Company and in a number of cases, the loss of lives or personal injury.

I assure you that the management appreciates the close observance on the part of employees, as in the particular instance where you noticed brake beam dragging on car in train No. 41 while heading into roundhouse head at Hamilton. This was removed by trainmen after you had notified them, and enabled them to correct the condition before any damage was done.

(Signed) R. E. CHAMBERLAIN,
Division Engineer.

On August 4, Operator E. F. Stenger, Miamisburg, Ohio, observed a bad order car in work train No. 2930, which was passing Miamisburg. Mr. Stenger brought this to the attention of the conductor in charge and notified the dispatcher so that the car might be repaired. Upon examination it was found that there was a nut missing

from the box bolt, which permitted the box to work in the arch bar; sooner or later, the box would have dropped out, resulting in an accident.

On September 17, as extra 2887 north was pulling out of east siding at Cridersville, Agent I. J. Fischer noticed brake beam down on M. P. 6711. He immediately notified the train crew who stopped train and set bad order car out.

DAYTON, OHIO, October 3, 1921.

Mr. ROBY PRICE:

It gives me great pleasure to be advised by Supervisor McCarthy that through your close observance you probably averted a serious accident, which in addition to damaging property, might have resulted in the loss of lives, by discovering brake beam dragging on train No. 88, two miles west of Washington Court House.

You notified train crew, enabling them to put the equipment in safe condition for transit.

(Signed) R. E. CHAMBERLAIN,
Division Engineer.

As extra 4048, south, with 75 cars, in charge of Conductor H. E. Peters and Engineer J. W. Fife, was passing Sidney on October 10, Engineer T. Tehan and Fireman F. N. Roshon, on train 82, who were standing on side track for this extra to pass, noticed a bad wheel on extra 4048's train. They immediately whistled a stop signal to rear end of train and also flagged them down.

Conductor Peters applied air on rear of train and stopped train just a short distance south of Sidney. About the time the train stopped, one pair of wheels on Baltimore and Ohio 76774 dropped off rail, account broken wheel.

Agent C. J. Brown also noticed defective wheel and endeavored to get train stopped.

Very Open Letter to Mr. Trotzky

Mr. Trotzky, you and Lennie have remarked, I understand, That you'll Bolshevize our country—even got your posters planned;

And you will take our wives and children for the welfare of the mass,

Taking, too, our homes and money and our flowers and our grass.

Mr. Trotzky, you are thoughtful to have planned for us this way;

You're a mighty busy feller, Bolshevickin' every day.

So we're giving you this tipsky—better study it as such—

We've a home-made Yankee Government and like it very much.

We are just a bit old-fashioned when it comes to wife and home—

And a man who tried to swipe 'em might get dotted on the dome.

As to property and money, while we haven't such a "slew,"

We will keep it as we have it, if it's all the same to you.

We're fed up on all your theories and your worthless, workless dope—

All your scheme to wreck ambition; plans to bury faith and hope.

In conclusion, briefly speaking, we have only this to say:

"Mr. Trotzky, take your plotzky clear to hellovitch and stay!"

—C. L. F. in N. Y. Sun

In Memory of Patrick Judge

Ignatius Brennan, the well known writer, has penned the following lines to the memory of Patrick Judge, prominent Baltimore and Ohio Railroad man of this city, whose death occurred September 6, 1920. Mr. Judge had many friends throughout this county and this section of the state who will read the beautiful tribute with interest. It reads:

I knew a home wherein there dwelt,

"One to the manor born!"

A gentle man at eventide,

A gentle man at morn.

A gentle man throughout the day,

A gentle man at work or play,

God-loving and God-fearing man!

The humble, righteous, Christian plan!

Within this home the years went by,

And all was best routine;

This gentle man, the family king;

A gentle woman, Queen.

This rule was ever theirs to view:

"Do as you'd have the others do!"

They ruled their own by laws of Right;

Not by the rod of brutal Might!

Ne'er was a cloud, though dark it be,

To flash upon the scene.

But silver flecked its every mesh,

With bits of gold between.

No shadow dare hang o'er the heath

Where Love and Wisdom dwell beneath.

The God of sorrows flees from out

The hearth with Happiness about!

There came a day! The morn was bright!

Dame Nature at Her best!

A day when brain and sinew halt—

All labor is at rest!

This gentle man is called above,

To rest with Him he always loved.

To rest! from honest duties here!

To take the ordained route, the bier!

An earthly pall hangs o'er this home,

Where once Joy reigned supreme!

Joy, in her fullest, brightest sense,

Not merely joy, a theme!

But Joy in all the word implies,

Within a home of sympathies!

A home where Right and Honor trod!

A home where dwelt the love of God!

(THE EPITAPH)

He boasted not of reign nor realm!

His scepter always sheathed!

He drove no conquering hosts to claim

What was not theirs, bequeathed!

He asked that no one do what he

Would not have done most cheerfully.

His place was at the vanguard's front

To share with ALL the battle's brunt!

He paid no court to spangled god;

He craved no tinsel'd fame;

He lived aright, and left behind:

A pure and honored name!

Those of his kin and friends are blest

When this thought comes, "We knew him best!"

When e'er we speak his name we'll say:

"REQUIESCAT IN PACE!"

Grafton Sentinel.

Grafton, W. Va.

So Long Judge!

Judge: "Now I don't expect to see you here again, Haggen, for speeding."

Haggen: "Not to see me here again, Mr. Judge. Why, you ain't going to resign yer job, are yer, Judge?"

—A. W. Employees Booster.

Christmas Seal Your Christmas Mail



14th Annual Seal Sale
To Fight Tuberculosis



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBEEKS

No, I do not concede that corporation are soulless. In my forty years service in the Law Department I have observed too many instances convincing me that the reverse is the case.

How can we charge a corporation with being in this condition when it has a Welfare Department; Relief Department; Associations of Veterans; a Pension Department, and other organizations operated in the interests of employes, as in the case of The Baltimore and Ohio Railroad Company?

I have read from time to time in our MAGAZINE of the doings of the Veterans, but it remained for me to join and participate in the last picnic for the year at Martinsburg in September, to appreciate them fully.

At Camden station there stood a long train of coaches with a snorting and puffing engine away at the head, anxious and eager to start; with men, women, children—even grandchildren passing through the wide open gate to take seats for the trip. I occupied a car surrounded with my comrades, veterans and their families. They all impressed me as being infused with loyalty and sincerity and I enjoyed it. The trip was too short.

I am charmed with Martinsburg. The ladies of the committee were courteous indeed and I never shall forget their fried chicken. Heretofore I thought the Baltimore girls were the only ones skilled in the art. I found I was mistaken.

Many dwellings in the residential section of Martinsburg attracted my attention. I advise young men in our service to secure building lots in the neighborhood of Rosemont Park, through our Relief Department, while prices are within reach. West Martinsburg will be of some moment in the near future. Young men ought to be thinking about this now. It is a good plan to get a cage before securing the bird.

Three speeches were made after luncheon—by Vice President Charles W. Galloway, General Manager E. W. Scheer and General Superintendent R. B. White. They were all good and the sentiments went right to the spot.

Alfred J. Anderson

Alfred J. Anderson, who died suddenly in September, was faithful and loyal to the Company. He was assistant general freight

agent and was most efficient and capable. Our Charles Radley Webber, in attending hearings before the Interstate Commerce Commission, was helped by Mr. Anderson's services. I am glad to add a word of praise to the memory of this faithful employe.

My limited space prevents me from dilating on Law Department doings. Every one is well, thank you, and doing his best. Duncan K. Brent, general attorney, had a birthday on October 9 and the MAGAZINE correspondent was in the same boat, same day, but there was quite a difference in their ages.

Freight Tariff Bureau

Correspondents, F. W. RUPPERT and C. A. WAGNER

William Rappe, a former clerk of this bureau and a member of Company "C," 111th Inf., who lost his life in the World War at the battle of Montfaucon, was buried from his home, 610 Nichol Avenue, Govans, on Sunday, October 2.

To whom was Maryland License No. 95-400 issued to? We do not know but understand that little "Ruthie" is learning to run the "fliv." One may see her any morning alighting at the main entrance of the Annex Building. She says she must have a pillow in back of her to enable her to apply the foot brake effectively.



Elizabeth C., daughter of Magazine Correspondent Caspar A. Wagner

The old saying "You don't know what you will have to do before you die" has made W. L. H., better known as "Lew," sit up and take notice. Since he became a benedict, he now carries his own little lunch. The Merchants' and Wright's hash parlors miss Chester's face nowadays.

W. J. Kernan was married on September 19, as per schedule. Now we all get the inside dope on lodge nights, wonderful saving made possible, why married life is the best, etc. We congratulate you, Joe, and wish you both all the happiness possible.

Well, fellows, the bowling season is open and we have some wonderful games every Wednesday night. Be there and shout for your office. Games start at 8.30 sharp and are held at the Victoria Bowling Alleys until further notice.

We suggest that Pierpont Roberts be elected next fire chief of Baltimore. On October 14 he led 313th discovery squad to the north window of the Annex Building to view the spectacular blaze which made its appearance over the roof of the F. A. Davis warehouse. Roberts claims to have summoned the Fire Department, which made a quick appearance, and thinks he should have some reward for his quick action in the matter.

Wonder how many of the employes of our department have gotten any business, freight or passenger, for the Company. It won't hurt us to try. Let's go!

Transportation Department

Correspondent, L. K. BURNS

Lillian Foster was the cause of a great deal of comment when she came into the office the other day minus—yes, she had her hair bobbed! But we are all of the opinion that it is becoming to her.

H. A. Burns, traveling car agent, whose home town is Midland, Md., likes Baltimore so well that he has even chosen a wife from Baltimore—Miss Helen Hild. The couple were married at St. Cecelia's Church, Baltimore, on October 11. Immediately after the ceremony they left for a short trip to Niagara Falls and other places of interest on our own line. We extend our congratulations.

On September 25, our office baseball team played an interesting game at Patterson Park with the Pittsburgh Traffic Depart-



"Hank" Evans and "Jessie" James



W. H. Shaw

ment of the Baltimore and Ohio. It was anybody's game up until the sixth inning but in that stanza our boys put things on ice by scoring three runs. The game ended in a 7 to 3 victory for our team.

Hall lead in the offensive for our team, making five hits in as many trips to the plate, and scoring three runs. Hatton also collected four hits, one of which was a triple and another a double. Bradley hit best for the Pittsburghers.

The Pittsburgh Team was well represented, as there were thirty-six in all who made the trip. This included a number of young ladies from that department.

The baseball season is now at a close; nevertheless, Manager Mansfield is still keeping the boys up with the sports. He has a crack bowling team which is now making a strong showing in the Baltimore and Ohio Bowling League, Section B. At this writing it stands in third place. The members are as follows: Mansfield, captain; Ackler, Wood, Collins, Hatton, Guerke, Fowler, Seeds, Poole, Roth.

Well, well, well! Who would have thought that Old Man Stork would roost on "Brose" Hardwick's roof again after 12 long years? But he did, for on Sunday, October 16, little Miss Marjorie Virginia was handed down his chimney. Although we wish her all kinds of good luck, "Brose" had to go and spoil it all by telling us that she looks

like him. Perhaps she'll outgrow it; they do sometimes. We herewith hand out three cheers and a tiger. On with the smokes!

Car Service Department

Correspondents,

J. T. LEAN and H. V. OBERENDER

We welcome back to the fold our old friend, W. H. Shaw, veteran employe. Mr. Shaw has been on a long vacation to Asheville, North Carolina. He is now back with us, in good health, and able to pound away at his work like a good fellow.

The picture below shows the employes of the Car Service Department in September, 1892. The office at that time was located at Camden Station and consisted of a couple of small rooms just above the smoking room. A few of the clerks shown here are still in our office, the others having passed away. Our office now occupies one floor in the Central Building, covering about 15,000 square feet of floor space. Also comparing about 35 to 300 employes helps to show the tremendous growth of our office and railroad since 1892.

Auditor Disbursements

Correspondent, JOHN C. SVEC

The baseball team of the Auditor Disbursement's Office, with J. F. Donovan as manager, took a trip to Connellsville, Pa., on Saturday, October 8, to play the "All-Star Team" of that city. Upon their arrival they were pleasantly entertained at the Y. M. C. A. Because of rain the game came to an end in the 5th inning with a score of 11 to 1 in favor of our team. The boys were entertained by Mr. Underwood, secretary of Baltimore and Ohio Y. M. C. A. and Superintendent Brown, of the Frick Coal and Coke Company, who conducted the party through the oldest mine of the Frick Company, explaining the details of mining. We all hope to have the pleasure of visiting Connellsville again in the near future.

On Sunday, October 9, a party was gotten together in the office and took an enjoyable trip to Harper's Ferry.

The stork visited the home of Joseph G. France on Sunday, October 16, leaving a little baby girl. Congratulations!

Baltimore Terminal Division

Locust Point

Correspondent, J. ROSS GOULD

Here is a picture of our janitor, James A.



Janitor James A. Turner

Turner, Locust Point Freight Office. He is a faithful and efficient worker and his pleasant and respectful manner has gained him many friends. Previous to his employment with the Baltimore and Ohio he had served eight years and three months on U. S. battleships. He remembers with pride the pleasure he had in shaking the hand of the late President Theodore Roosevelt when he took his eventful trip on the U. S. S. Connecticut.

Trials of Andy

"What Ho! What Ho! My kingdom for a cook!"

Thus spake our noble worthy Andy Miles, When Pansy made her exit, without deigning e'en a look, Which changed our Andy's customary smiles.

His manner has grown grouchy, there's a wild look in his eye, His countenance is pallid and forlorn; Yet he shows determination, that he will do or die, As he fries his eggs and bacon every morn.

When misfortune comes upon you, and you are sorely tried, As it happened in this case to Andy Miles; You will work the hen fruit overtime—scrambled, boiled and fried; And help in part to mitigate your trials.

So let's sympathize with Andy, who's a man both fine and dandy, Whose trials appear to be about just double; And suggest that he get married, for he too long has tarried, That cooks may ne'er again cause him this trouble.



OLD TIMERS OF THE CAR SERVICE DEPARTMENT

Left to right, front row: Duvall, Hogan, Moore, A. Mitchell, Dukehart, Canton, Hutchinson, Galloway, Fauble. Middle row: Woods, Graney, McCaulley, Murphy, E. Mitchell, Gordon Smith, G. H. Smith, Whaland, Hart, Carroll, Lyons, McFarland, Fisher, Cooper, A. H. Greenfield, G. Kistendorff, J. W. Galloway. Back row: Toner, Eder, Vincenheller, Dunn, Gilbert



John Lloyd

We present herewith a true picture of our old friend, John Lloyd, former captain in the Baltimore and Ohio Police Department. After 30 years of faithful service with the Railroad, John has earned retirement. He is 84 years old and in full possession of his faculties. His reminiscences of the many stirring times he has had while in the service are quite interesting.

Your correspondent was extremely fortunate to have been in his company at the banquet given the late General Manager Fitzgerald at Fairmount, W. Va. in 1904, which no doubt will bring back to Mr. Lloyd pleasant recollections, when he reads this article.

We were fortunate in obtaining this picture of Daniel Reimsnider, Dorsey, Md.

This gentleman entered the employ of the Baltimore and Ohio Railroad on September 13, 1892, as a trackman; in 1895 he was transferred to the carpenter's gang as a helper; after working at this for eight years, he was promoted to engineer of the pile driver, which position he filled until 1915. He was then transferred to pile driver No. 2, as a carpenter, which position he has filled since. He, like "Teddy" Roosevelt, is bitterly opposed to race suicide, as is evidenced by the fact that he and his wife are the proud parents of nine children, three of whom are now working for the Baltimore and Ohio. Some who are not yet old enough intend to follow Daddy's footsteps.

The horse he is riding is called the "Pride of Dorsey's" and with "Dan" aboard, makes quite a spirited picture on the Washington Boulevard on Sunday evenings.

We are pleased to report the safe return to Locust Point of our genial assistant freight agent, J. J. Geigan, from the first vacation he has taken in twelve years. He



Daniel Reimsnider, pile driver and engineer, aboard his favorite nag

appears to be in splendid health and perfectly fit to enter the fray; and he, with his associates at Locust Point, are fully prepared to meet the rush of the increase in business which we anticipate for the coming season. We regret to report that he is still "heart whole and fancy free." We anticipated that after having looked over the field very thoroughly, he would bring home with him some fair belle of the Southland, whose ready wit and flashing eye had stormed the citadel of his heart, captured the redoubt and forced him to surrender. But, alas! such was not the case, and we must forego the pleasure of congratulating him. Yet we are sure that some girl will realize too late the opportunity she has missed.

Mr. Geigan entered the employ of the Baltimore and Ohio at Locust Point in the summer of 1882, as messenger, and from that position, by his close attention to business and his indefatigable efforts in promoting the Company's interests, he has risen to the position of assistant freight agent. This he has filled for the past six years with credit to himself and honor to the Railroad. That he may continue to rise is the earnest wish of your correspondent.



The Sapp brothers, messengers, Locust Point

Allow me to introduce to you, dear readers, the Messrs. Sapp, of Pikesville, Md., otherwise known as the heart breakers of Andre Street, Locust Point.

They are employed at this station as messengers, and whilst this position rests on the bottom rung of the ladder, it carries with it responsibility, which if properly administered, will force them to the top. These young men are closely attentive to the duties of their position and are pleasant and accommodating, and the writer feels positive that if they continue to serve in this manner they will speedily earn promotion. There is many a long drawn sigh emanating from the lips of the belles of Andre Street, Locust Point, as the Sapp brothers pass them on their daily trips, entirely oblivious of the havoc they are creating.

Lieutenant DeScheff, retired, formerly of the 12th Calvary, U. S. Army, has given the office force at Locust Point some rather interesting lectures on the exciting moments that he spent in the western states and the Pacific islands. We wait with pleasurable anticipation his recital of the stirring times that he and Joseph Lubinski had in (dis) organizing the first arrivals at Camp Meade.



G. R. Ball, caller, B Yard, Mt. Clare
—Photograph by Brakeman L. C. Piper

Mt. Clare Junction

Brakeman S. C. Piper, Mount Clare Yard, recently visited the MAGAZINE office and showed us some examples of his ability as a photographer. He has given us a number of interesting pictures of Mount Clare employees and we wish to extend our thanks to him for the courtesy. These pictures will appear in the MAGAZINE from time to time.

The accompanying photograph is of G. R. Ball, who has been in the service of the Baltimore and Ohio for 41 years. He was first employed in the blacksmith shop at Mount Clare in 1880, was transferred as watchman in 1891, as caller at Fulton Street, Mount Clare, 1897, and is still holding down that job.

Mr. Ball was one of the very first men in Baltimore to join the Veterans Association when it was organized at Riverside by the late E. L. McCahan, its first president, when the boys met in the Y. M. C. A. building at Riverside.

To a man coming from another business into railroading, and getting pretty well acquainted with the men of the rail and their families, one of the things which surprises and interests most is the large number of unusually big families which exist in the railroad fraternity. A fair sample of this is pictorially given on the next page, the family of Yard Engineer A. E. Richardson, Mt. Clare Yard. In the picture from left to right, lower row is Mr. Richardson; Melvin; Mrs. Richardson. Back row: Arnold and his wife, Elizabeth; Elsie; Bertha; Ola; Ethel; Gertrude and Myrtie. In addition to the eight shown in the picture, two of his children are deceased.

We often wonder how men support comfortably families of this size, and when I



Assistant Yardmaster Sullivan, B Yard, Mt. Clare
—Photograph by Brakeman L. C. Piper

asked Mr. Richardson about his experience, he said:

"I was left absolutely on my own resources when I was younger than the youngest boy who appears in this picture. But I also had the great advantage of having firmly implanted in me the desire to live a clean and wholesome life. I have never been a blasphemer, nor have I ever had a drink of intoxicating liquor. My principal weakness is for this old pipe.

"My wife and I have always worked in closest harmony, and although there were times when we had to wear cheaper and poorer clothes than we would have liked to, we only did this because we were anxious to have our children appear well dressed and to give them the outer appearance of self-respect. This we have always done. Then, we have had little sickness and my job has been a good and steady one. Four of the girls and my oldest son are now married. So the family at home is comparatively small."

Mr. Richardson entered the service in 1886 as car repairer; in 1888 he left the Railroad, to return in 1889 as a fireman; he was promoted to engineer in 1891 and has continued in that position ever since.

Baltimore Division

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

On our trip West recently we were glad to meet Signal Supervisor J. P. Buzzard, Pittsburgh, formerly of the Baltimore Division. We regret to learn of the death of Mr. Buzzard's father, who was buried at Berkeley Springs, W. Va.

Members of our office force have started a checker league for championship. It has been demonstrated that "Ben" Bell, our office boy, can win once in a while.

On October 10, Mrs. A'Liccie Lawrence gave a surprise party during the noon hour to Harry Fox, file clerk, who was 21 years of age on this date. Members of the office force congregated in the file room when Mr. Fox was presented with a cake. Mr. Fox had been absent from the office several months account of sickness and we wish him good health.



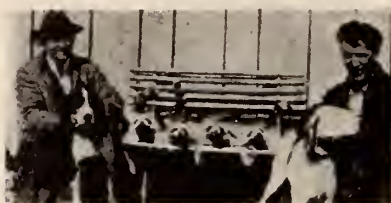
Engineer Albert Richardson and his large and interesting family

—Photograph by Brakeman L. C. Piper

Wilmington

Correspondent, CHARLES W. HAMILTON

A keen lover of the pursuit of game is C. C. Foxwell, foreman of the freight house, Wilmington. He is doubly fortunate in having taken up his home north of that city, far enough away to be near the haunts



Foreman C. C. Foxwell and "Billy" Webster, with their catch of raccoons

of his quarry. As the result of shrewd management and excellent sport, chiefly carried on at night-time, the season's bag of game since last November totals 36 raccoons, 3 opossums and 25 pole cats.

The splendid dogs "Music" and "Jack," hailing originally from Florida, do their part in stirring up the game. The raccoons shown also in the photograph, weigh respectively, left to right, 18, 16, 12 and 10 pounds each. They were bagged inside of 30 minutes.

Washington, D. C., Freight Station

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

Recently there was held in this city a convention that was of great interest to all railroad people, but especially to those of the Baltimore and Ohio.

The Traffic Group of the National Dry Goods Association met at the Raleigh Hotel to discuss the all-absorbing topic of efficient transportation. Among the invited guests were the following representatives of the good old Baltimore and Ohio: G. S. Harlan, division freight agent; F. L. Marshall, Jr., district freight agent; M. J. Bevans, division freight agent, New York; W. A. Kraft, supervisor of fast freight service, and last, but not least, our own freight agent, D. M. Fisher.

Representatives of the trade from all over the country attended. Mr. McElroy, from Boston, Mass., presided. The railroad systems naturally came in for their usual share of praise and criticism; and it was a noticeable fact that Baltimore and Ohio methods were highly commended.

What results will accrue to the railroads from the deliberations of the Association? These have already begun to show themselves; our agent has received several letters, from merchants in this city who have not been in the habit of patronizing the Balti-



"SNAPPED" AT WICOMICO LUMBER YARD, BALTIMORE

1. Left to right, back row: James Parsons, lumber inspector; Daniel Jackson, Vocational Board trainee; William Kenneally, lumber inspector; Henry Bushelberger, helper; front row: J. J. Tatum, superintendent car department; George H. Emerson, chief of motive power; R. R. Ricker, storekeeper; John Dolch, saw man. 2. Left to right: Laborers Ben Sochem, George Fairbanks, Limes Givens, Charles Griffith; Foreman R. S. Davis. 3. Left to right, front row: M. Ruinsky, laborer; Howard Sullivan, crane conductor; William Kenneally, lumber inspector; M. Holtman, clerk; H. Walker, laborer; above: H. Snyder, acetylene burner; John Baker, crane operator



more and Ohio, asking for shipping information. Let them all come with their requests; they will receive prompt attention. Once they realize what they have missed in the past, we need have no fear of a slackness in business at the corner of New York and Florida Avenues.

A feature of the program of the Convention was an informal reception of its members by President Harding, at the White House. The President had a pleasant word of welcome for them all.

We have recently undergone a transition from time-work to piece-work in some of the departments. This has necessarily caused some changes and readjustments in our force. Mrs. Bertha Perry and Mrs. Isabel

Hamilton Watch

The Railroad Timekeeper of America

Where safety and schedule time are absolutely demanded—you will find the Hamilton Watch

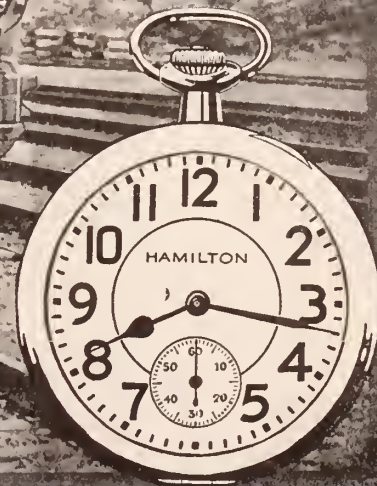
While the Broadway Limited is pounding along, eating up the miles between New York and Chicago, a Hamilton Watch does the timing. And, in spite of the ceaseless jarring and jolting of the engine, that Hamilton runs accurately. That's a characteristic habit of all Hamilton Watches—they keep accurate time under the strenuous conditions of railroading.

*The Broadway Limited
Pennsylvania R. R., and
its engineer, O. P. Heller,
who carries a Hamilton
Watch.*

The Hamilton which your jeweler will be glad to show you is guaranteed to have exactly the same habit of accuracy, and when you buy a Hamilton you will be buying a watch that will give you perfect satisfaction for a generation or longer. For time inspection service, Hamilton No. 992 (16 size—21 jewels) is the most popular on American railroads.

Write for the Hamilton Watch Book, "The Timekeeper." It pictures and describes all Hamilton models, stating prices, which run from \$22.00 (\$25.00 in Canada) for a movement alone, to \$200.00 for the superb Hamilton Masterpiece in an extra-heavy 18k. gold case. The book also contains much valuable and interesting watch information.

Hamilton Watch Co.
Lancaster, Pennsylvania



Cooke, both of whom have been with us for some years, have left us; and Ralph V. Montgomery and Allan S. Kidd, a former employe of the Washington Terminal Company, have entered our service as index clerk and record binder respectively. "Jack" Mullikin, another from the Washington Terminal, has come to us as collection clerk. We extend a welcome to our new-comers.

"CLAIM PREVENTION" is one of the things we pride ourselves on at this station. The following statement and letter of commendation show that our claim clerk, J. T. Carr, is still very much "on the job."

"BALTIMORE AND OHIO RAILROAD COMPANY"

WASHINGTON, D. C., October 1, 1921.
Statement of claims filed at Baltimore and Ohio Freight Station, Washington, D. C., during September, 1920 and September, 1921.

	NO. OF CLAIMS DAMAGED	NO. OF CLAIMS SHORTAGE	TOTAL NO. CLAIMS	AMOUNT DAMAGE	AMOUNT SHORTAGE	TOTAL AMOUNT
Sept. 1920.....	81	30	111	\$3,687.83	\$1,256.65	\$4,944.48
Sept. 1921.....	42	8	50	\$809.02	\$183.43	\$992.45

BALTIMORE, MD., October 11, 1921.
1951-Washington, D. C.

Mr. D. M. FISHER:

Thank you for your letter of October 1, enclosing statement of freight claims handled at Washington, D. C., during the month of September.

This statement is indeed gratifying, showing that the reduction is not all due to the falling off in traffic, but to the good conscientious work done by our employes, and all concerned are entitled to credit, enabling such a showing to be made at one of our largest freight stations, Washington, D. C. We take this opportunity to commend you and your force.

(Signed) C. C. GLESSNER,
General Freight Claim Agent.

Talk about 50 percent reduction, look at that.

Brunswick

Correspondent, R. L. MUCH, *Conductor*

H. C. Litchfield, the popular store-keeper here, and his wife, have recently returned from an extended trip to Boston and Niagara Falls. Their trip was very beneficial to both, so Harry is getting down to his usual daily routine.

Here we have a picture of Miss Kathryn Hogan, the bright and cheerful bookkeeper, Baltimore and Ohio Y. M. C. A., who



Kathryn Hogan

greet everyone with a pleasant smile. We couldn't get along without Kathryn.

Here is W. S. ("Joe") Sigafosse, yard brakeman, Brunswick's all-round athlete and promoter of athletics. "Joe" is a wrestler of some note, having several wins to his credit.

He is open to all comers. Look him over!

Train Crew Efficiency

Extra 4413, Engineer "Jackie" Harner, Fireman F. J. Mencer, Conductor C. W. Staadman, Flagman R. L. Much and Brakeman D. H. Ambrose, called in Keyser 7.00 p. m. on September 14, for 65 loads of coal, 6025 tons adjusted; left Keyser 7.10 p. m.

Train crew looked over every car in train, examined every knuckle pin, carrier iron, locker, let off 24 hand brakes, tested air and watched every car as it pulled out of yard.



W. S. "Joe" Sigafosse

caboose. Behind the stove is a water tank, brass bound, with pipe running to a porcelain lavatory furnishing hot water, while pipes running from another tank furnish the cold water. Highly polished brass is very much in evidence and all wood work is tastefully painted and grained. Well built cupboards take care of all supplies, clothing, etc. It has a place for everything and everything is kept in its place. Many pictures—not too many—adorn the wall. Among them are five scenes taken along the right of way in 1868. One of them shows the old brick Viaduct at Cumberland, with a wood burning locomotive standing on it. A couple of highly polished brass lamps furnish light at night.

The members of the crew are proud of their railroad "Palace car" and take much pride in its upkeep and appearance.

Conductor C. E. Savage died suddenly at his home on west Piedmont Street, Keyser, on October 3, of acute indigestion. He had been complaining for several days but his death came as a great shock to his family and friends.

Mr. Savage had been in the employ of the Company for thirty years and was one of the best trainmen in the service. He was a member of the O. R. C. and of the Knights of Pythias Lodge. Surviving him are his wife, two daughters, Mrs. Howard Swadley of Keyser, and Mrs. Barbe of Kittanning, Pa., and two sons, Raymond and Columbus, at home. The funeral was held on Thursday and the interment was in Queens' Point Cemetery, Keyser. We extend to the family heartfelt sympathy in their great loss.

Keyser was shocked a few days ago when the news was heard that the little 5 year old son of Lieutenant of Police ShROUT, had been run over by an auto and instantly killed. We extend to Lieutenant ShROUT and his family our profound sympathy.

Your correspondent, Harry B. Kight, has resumed his duties as day ticket clerk at Keyser, after having acted as agent at Deer Park Hotel during the summer season. Send him all the notes that you have and let us put the Cumberland Division on the map. Do you receive each issue of the MAGAZINE and do you read it? We have a MAGAZINE to be proud of and should do all we can to help it along. If you are not receiving it and will let the correspondent know, he will see that you are furnished with a copy of each issue.

Machinist Ralph Wolford came to work the other day all smiles. The stork had paid him home a visit and left him a fine boy.

"Cob" Parsons, rate clerk, and "Jim" Steadman, night ticket clerk, went to Pittsburgh to attend a football game (so they

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
JOHN SELL, *L. P. Clerk, Superintendent's Office*

Keyser, W. Va.

Correspondent, H. B. KIGHT

There are many cabooses in service on the West End of the Cumberland Division that look just alike from the outside. On the inside, however, they are arranged differently. Take the one bearing the number C1386, for instance. This cab is in charge of Conductor J. W. McMakin and his efficient crew, composed of W. D. Clingan, O. E. Arbogast and V. C. Liller. It was the privilege of the writer to ride in this cab a few days ago, and he was much impressed by its cleanliness and general appearance.

The floor is covered with linoleum, a strip of green Brussels carpet running through the aisle for the entire length of the

JOIN OUR XMAS SAVING CLUB

FIRST NATIONAL BANK

OF KEYSER, W. VA.

The MASTELLER COAL Co.,

KEYSER, W. VA.

Miners and shippers of high grade coal

Special preparation for domestic use

said), but we heard there wasn't any game being played there. They are a foxy pair and we are watching the Michigan papers for notice of a marriage license or a wedding.

Every once in a while we hear the saying that "the cat came back." Well, out at Hardman there was a cat that went away. On the morning of October 6, Engineman Burke helped a coal train up Newburg grade. The train stopped at West End and Engineman Burke got down to look around his engine. He discovered a cat perched up under the boiler. With the aid of a flagstaff he routed the cat which took to the mountains.

"Pete" Ervin, chief clerk to the trainmaster, has purchased a Cleveland Six, and he and his family are seeing the country in it.

Conductor J. L. Robinson died at his home on October 20, aged 55 years. Mr. Robinson had been in ill health for several years. Surviving him are his wife, two daughters and two sons. He was a member of the B. of R. T. and of Olive Branch Lodge No. 25, Knights of Pythias. The funeral was held from his late residence on October 22. Interment was made in Queen's Point Cemetery, Keyser. We extend our profound sympathy to the bereaved family.

Keyser shows first with two local advertisements. Patronize the advertisers and help pay the cost of the MAGAZINE.

Sabraton, W. Va.

Correspondent, L. M. GUMP

The accompanying photograph is of the children of Machinist Helper George Bokey, of Sabraton. They are Isabella, aged 8 and James, aged 5. Mr. Bokey entered the service of the Baltimore and Ohio as a fireman in 1913 and continued as such until 1919, when he was made a brakeman. In December of that year he unfortunately lost his left foot. After he recovered he accepted the position of machinist helper in the local shops, which occupation he still holds.



Isabella and James, children of Machinist Helper George Bokey, Sabraton, W. Va.



"I must stop making steam for the other fellow!"

"I've been firing all these years in road service and no promotion simply because I've been contented with my job. Soon I'll outlive my usefulness as a fireman and I'll have to do yard work for the rest of my days. I must stop making steam for the other fellow. I must get busy and prepare for my final examination or I'll fail to pass and never will become a Locomotive Engineer."

Men all around you in railroad service are missing promotion because they are not well informed on their work and cannot qualify for positions requiring greater skill.

The International Correspondence Schools can help you, in spare time, to qualify for your examinations. More than two million men and women in the last 30 years have advanced them-

selves through I. C. S. help. Over 130,000 are studying right now. You can join them and get in line for promotion. The first step to success—to the right-hand side of the cab—is to choose your career from the list below and mark and mail the coupon.

INTERNATIONAL CORRESPONDENCE SCHOOLS

BOX 8503-B

SCRANTON, PA.

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

- | | |
|---|---|
| <input type="checkbox"/> LOCOMOTIVE ENGINEER | <input type="checkbox"/> Pharmacy |
| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> TRAFFIC MANAGER |
| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> R. R. Gen'l Office Acct'g |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> BUSINESS MANAGEMENT |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> Business Correspondent |
| <input type="checkbox"/> MECHANICAL ENGINEER | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> ELECTRICAL ENGINEER |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> MINE FOREMAN OR ENG'R |
| <input type="checkbox"/> Ship Draftsman | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> AUTOMOBILES |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Good English <input type="checkbox"/> Spanish |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> AGRICULTURE <input type="checkbox"/> Math <input type="checkbox"/> Bookkeeping |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> Poultry Raising |

Name _____
Present Occupation _____ Employed by _____ 7-1-21
Street and No. _____
City _____ State _____

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

We regret to report the death of one of Sabraton's old timers, Eugene Davis, familiarly known to all his friends as "Dad." After an illness of approximately sixty days, he quietly passed away on October 11. He was buried on the 13th, six of his friends from the shops acting as bearers.

Shop Clerk R. E. Sigafosse has been transferred to the Riverside Shop Office. During his stay here he made many friends, who, while regretting his departure, wish him well in his new position.

Electrician G. C. Fletcher has left the service to engage in other business. Mr. Fletcher was a nold hand here, and was well

liked by everyone who knew him. His position has been filled by James E. Ware, of Baltimore.

Local Storekeeper "Red" Farrell, recently purchased a rabbit dog. Boiler-maker W. C. Johns reports a heavy mortality rate among the rabbits; however he states that indications are that the greater number of them laughed themselves to death.

Dempsey Fleming, stenographer and correspondent, has resigned his position to engage in other business; his position being filled by Miss Ella Grubb, of Rowlesburg.

Please mention our magazine when writing advertisers

Pittsburgh Division

Correspondents

E. N. FAIRGRIEVE, *Car Distributor*, Office of General Superintendent

ELMER H. STOLTZ, Pittsburgh Freight Station

The regular meeting of the Pittsburgh Division Veteran Employees' Association was held in Odd Fellows Hall, Hazelwood, on October 10, with a large attendance. This was the night set for the nomination of officers for the ensuing year. It resulted in our popular and hard working W. C. Cox and G. N. Orbin being nominated for president and secretary, respectively, without opposition. Their election is assured.

Mr. Cox and Mr. Orbin are largely responsible for the rapid and enthusiastic growth of our organization, and both take pride in promoting our principles. It is no wonder that our annual picnics are such successes with such men as these in charge.

By special invitation, the Ladies' Auxiliary met with us on this occasion, and their presence added considerably to the pleasure of the evening. After the ladies put on some special exercises, and appropriate remarks were made by the members of both organizations, a splendid lunch was served by the ladies.

Thirteen applications for membership were received and acted upon, and from the number of application blanks asked for, we can look forward to a prosperous year.

Charming music was furnished during the evening by Miss Mary Hull.

Our sympathy is extended to Fireman and Mrs. G. W. Poellot in the death of their daughter, Mae Irene, on August 1.

The accompanying pictures were taken by Stationmaster Drake in the Pittsburgh Yard during the later part of May.

Here we see Conductor Daniel Hunt, who operates trains Nos. 70 and 69 between Pittsburgh and Fairmont, W. Va. Careful observation will show on left lapel of coat two stars and one bar, indicating the completion of fifty-five years of service with the Company. A noble record.

To the right of Conductor Hunt is Conductor P. F. Rhodes, with a service record of 41 years, one star and three bars. Conductor Rhodes, who ranks second oldest passenger conductor on the Pittsburgh Division, is at present employed on our heaviest commuter trains between

Pittsburgh and Versailles. Conductor W. B. Rector, with a service record of forty-one years, is also employed on local trains between Pittsburgh and Versailles. The picture of Conductor Harry Swarner shows 28 years of service.

We feel proud of the records of these men and congratulate them for their faithfulness and devotion to duty.

The accompanying photograph, made by an inspector of the Bureau of Smoke Regulations of Pittsburgh, is of engine 4574 pulling 4500 tons, in charge of Engineer C. L. Kinnan and Fireman E. H. Garner, moving west from the Wilmot Street bridge. It will be noted there was no trace of smoke. This indicates splendid work on the part of the crew, and shows what can be accomplished by cooperation in solving the smoke problem. Both Engineer Kinnan and Fireman Garner were congratulated by the superintendent for this excellent performance.

Our old friend, "Charley" Richardson, who was an "eagle eye" in the Pittsburgh Yard for years and years, has taken up a new position in Baltimore. He is with the Commerce Trust Company in that city.

A recent letter from "Charley" says he is enjoying the best of health. He extends to his old Pittsburgh friends a greeting and a cordial invitation to visit him in his new headquarters at any time, and he wishes to be remembered to all of his friends.

Well, well! Our old friend Dan Cupid is around again. Miss Lena Vannort, employed in the Division Accountant's Office, Pittsburgh, is the latest victim of his wiles. This charming young lady changed her name from Miss to Mrs. on October 8, and is now known to the community as Mrs. Mischler. Congratulations and best wishes to you and your husband!

Glenwood Round House

Correspondent, MARY A. BREEN, *Stenographer to Master Mechanic*

On September 9, while one of our shop foremen and his wife were going west on No. 9, they engaged in conversation with a nun, who was traveling from New York to Chicago. In the course of the conversation, the subject of traveling and railroads was broached, and we were awarded another send-off for our passenger crews. This lady



Engineer Kinnan and Fireman Garner handle this heavy freight engine 4574 without smoke

stated that while it did take a little longer to make the trip over our line, everyone is so courteous that there is really no time for the trip to become boring. She also said that within the next week, she and seven other nuns intended to make the return trip to New York and would certainly use our line.

It was with deepest regret that we learned of the death of the wife of Chief Caller Baker. We realize how little any words on our part will lessen his grief, but nevertheless, we all extend heartfelt sorrow.

We notice that since General Foreman Appelbee has returned from Philadelphia, our passenger engines have taken a brighter outlook on life. When one stops, looks and listens, as he should, at the sound of an approaching locomotive, he sees something that is not only big and black, but an engine that is well worthy of comment so far as cleanliness is concerned. It isn't easy to keep them looking that way, but it is worth while.

Aint we got fun? You should hear the girls in the office talking matrimony. They take inventory of their hope chests about once a month, but sad to relate, it seems as though the chests consist largely of hopes and nothing else.

After his return from a recent vacation, we noticed a far-away look in Electrician Fisher's eyes. A little sleuthing developed the fact that the vacation was not a vacation but a honeymoon. Well, E. A., we might forgive you for getting married, but for the failure to hand out the cigars—we can't forget that.

Another brave man in our midst—Machinist E. J. Sutter, who has embarked on the sea of matrimony, the plunge having been taken on September 27. We regret that we are not acquainted with his better half, but we all wish them a long and happy married life.

"Jim" Meyers, of the Road Foreman's Office, has taken himself unto Florida, so we understand. He left single, but we are watching, fearing that he may double-head back.

Well-known sayings

Mr. McGann: "Where's Conlin?"

Mr. Stock: "Beg to advise—"

Mr. Rider: "If that's Margaret, I'm not here."

Mr. Elmore: "Had some good butter-milk today."

Miss Partick: "Huh!"

Miss Kartub: "Shut the door."

Mr. Conlin: "Say, boss, how about a sponger on the third track?"

Mrs. Francis: "Hello, Fred!"

Any person who enjoys really good music should hear the Glenwood Roundhouse trio. There is some thought of converting it into a quartet. Any person who can make noise of any kind is asked to submit an application.



Four Pittsburgh Division conductors, whose service records total 164 years. 1—"Billy" Rector, 40 years of service. 2-P. F. Rhodes, 41 years; and Daniel Hunt, 55 years of service. 3-Harry Swarner, 28 years of service

We have with us tonight, Charles E. McGann, Jr., who made his entry on September 4. "Finest boy in Pittsburgh," so his Daddy says. Well, Mr. McGann, when shall we get the machinist apprentice application ready?

Monongah Division

Correspondents

C. B. BAKER, Grafton, W. Va.

VERNON A. LYON Assistant Ticket Agent,
Clarksburg, W. Va.

See the dentist's easy chair, with "Billy" Hotel in it, squirming 'round and yelling out, "Oh, Doc, please wait a minute!". "No use," declared the doctor, "for you to yell and shout, don't you know the pain is over? Your teeth are all pulled out." "Without pain?" asked anxious "Bill." "Oh, the pain will soon begin. When for special service, the bill comes trailing in." And "Billy" laughed disgustedly as the doctor closed the door, "Never shall this place of torture see me any more!"

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent*, Weston, W. Va.

"You hadn't ought to blame a man for the things he hasn't done,
For books he hasn't written or for fights he hasn't won,
The waters may look placid on the surface all around,
And yet there may be an undertow,
a-keepin' of him down."

Dear folks:

The Editor in Baltimore wrote me a few days ago that I should write him a few lines and tell him what was going on in West Virginia, not later than October 15, and that I should keep my letter down to 3 pages, typed in my best and most grammatical style, and so—here goes.

Since I last wrote you business seems to have picked up a little bit on our Division. The business handled for the month of September exceeded that of August by a couple of hundred cars; although small, this is encouraging. It seems like a step in the right direction. Next door to us, at the little village of Clarksburg, a steel plant has opened up full blast, and a window glass plant has started working full force. On our own Gauley Line lumber seems to be



"If you have tears, prepare to shed them now!"

moving a little heavier. Taking all this as a sign of the times we may figure that the sun is coming out again from behind the clouds, and "Normalcy" is approaching.

I believe we told you that the powers that be had sent us F. M. Jordan to take the place of "Sam" Strachan as Division Freight Agent. We have had the pleasure of seeing Mr. Jordan at our headquarters several times during the past month. He and our superintendent have covered the entire division, and started things moving. When you see Mr. Jordan coming, don't be scared; he's 6 feet or over in height, 'tis true, but every inch a real good fellow. He's a worthy addition to the Charleston Division family, so, boys and girls, help him all you can.

By the way, Cora Harsha of the Division Accountant's Office left us the other day. We are told she will be married very soon; the name of the happy man is not known to the writer, but we wish them every possible bit of good luck.

We were disappointed the other day to receive a letter telling us that in the recent "No Accident Campaign" the Charleston Division stood in FOURTH place on the Eastern Lines. Not up to our usual standard, and yet the total damage, wrecking, etc., amounted to something less than \$400.00 for the period, or some \$1300.00 less than the average cost for the first six



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months of the year. While the Campaign is over, our superintendent asks every one to THINK ABOUT his work, and to keep up the campaign at all times, so that we may still continue to show a very low cost for wrecking damages, etc.

Today we received an invitation to attend a social at the Y. M. C. A. in Gassaway, and we're sorry we can't all go. However, we sent one or two representatives to take our places. Some live wire bunch over there, we'll say. They have a social every few weeks, and certainly do have a good time. The other day, the Masonic Lodge laid the foundation of a new high school over there. Mr. Trapnell was asked to go



Home of J. L. Rhoades, car inspector, Belington, W. Va., purchased through the Relief Department

Please mention our magazine when writing advertisers

and do a little talking, but unfortunately Baltimore and Ohio business prevented his being there.

Dispatcher Young of Gassaway is now working third trick at Weston. "Pee Wee" is a welcome addition to our force. John Staples is away down in old Virginia on his vacation. Never sent us even a card since he left, and so we don't know exactly where he is. S. W. Pickens is back on the job after taking a little time off for digging potatoes, stealing apples, etc. on the Ohio River. His family went with him too. Mrs. "Pick" says it is impossible to trust that man away from home by himself.

Did you know our folks have figured out that it costs the Baltimore and Ohio 5 cents a mile to move an empty car? Think about it, and don't chase empties all over the system when you don't have to. Food for thought in that, sure enough.

Safety Agent Allison dropped in the other evening. He comes from Chillicothe, but has charge of our territory also. He spent a day going to Richwood and another day going to Pickens. Told us he wants Mr. Broderick to let him have his headquarters to Pickens too. Seems to like that town. He says the Charleston Division stands high in Safety work. Let's see that we live up to his expectations.

The other day Old Man Schide came to the office with a bandage on his neck. After careful and courteous inquiries around, we concluded that Mrs. Schide had an iron rolling pin, but after making a special call on the telephone to ask her, we found it was only a boil. We are glad to say he is out of danger, and that with proper care he will soon be his natural self. By the way, congratulations also to Mrs. Schide, who has quite recovered from her recent serious illness.

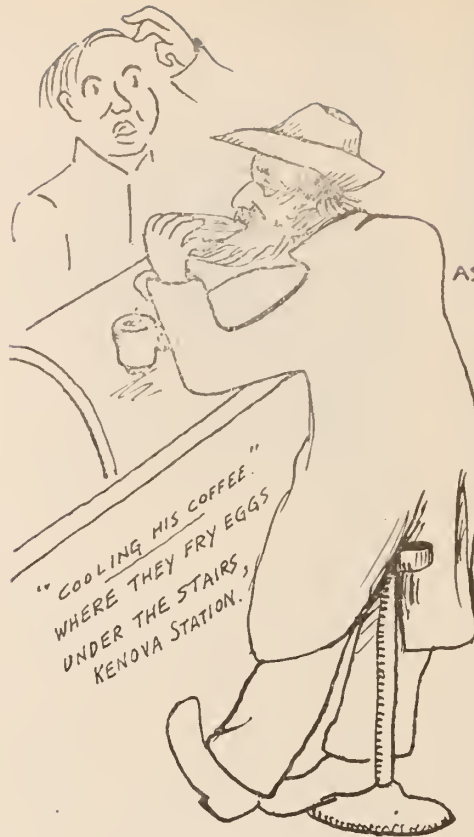
Everett True (in other words Division Accountant Severns) spent the first vacation he has had in some fifty years of service for the Baltimore and Ohio, in the wilds of Maryland and Pennsylvania. He and his wife returned recently, much benefitted by their trip.

Bottom of the third page. Gee—wish I had that Editor here; I don't like to have to stop now, as there is a lot more news to tell you, but it will have to wait until he gives me some more space.

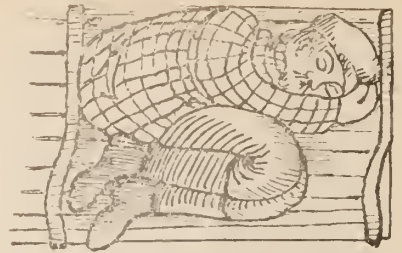
Let's know what's going on in your part of the division, so we can tell the other folks



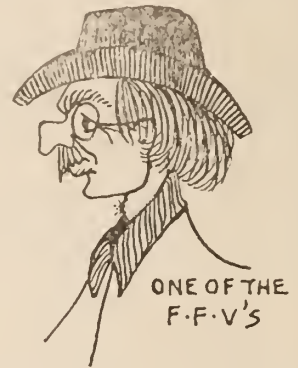
Anna Dolores, Mary Patricia and Joseph, children of Joseph Marchani, chief clerk to storekeeper, Benwood, W. Va.



Seen with Cartoonist Pierce, Valuation Department, on line



ASLEEP ON SEAT IN KENOVA STATION 36.M



"SEEN IN VIRGINIA"

about it. Don't be so stingy in keeping all your news to yourself.

Yours as always,
The Correspondent.

Wheeling Division

Benwood Shop

Correspondent, ANGELA J. APPLEGATE

Mrs. W. M. Queen and children wish to extend their sincere thanks to the Baltimore and Ohio employees for their expressions of sympathy during the illness and at the death of the husband and father, Wesley M. Queen, former train dispatcher, Moundsville, W. Va. Mr. Queen died on September 19.

The pretty children in the accompanying picture are Anna Dolores, aged 9, Mary Patricia, aged 6 and Joseph, Jr., aged 2 years, children of Joseph Marchani, chief clerk to storekeeper, Benwood.

Western Lines

Cincinnati Terminals

Correspondent, JOSEPH BEEL, Chief Clerk to Superintendent of Terminals

Our genial boss, John Zurick, has joined a new cult, who use fine sand as a substitute for salt—said to be great aid to good digestion.

Charlie Arnold has a nasty cough. Starts way down in his boots, but we can't do anything for him; we have a tough time getting cough medicine for ourselves these days.

Our gigantic engine inspector, Freddie Nolte, is a busy man these days, as chief cook and bottle washer of the new inspection pit. We believe the company should furnish Freddie with a distinctive uniform, something nobby, like a combination deep sea diver and white wings outfit.

We are sorry to report Vincent "Red" Duff as again on the sick list. Old man Sickness surely has had a "half-Nelson" on "Red" this year.

Speaking of the sick, Morgan Lawarre is back after a short siege and is still pale around the gills.

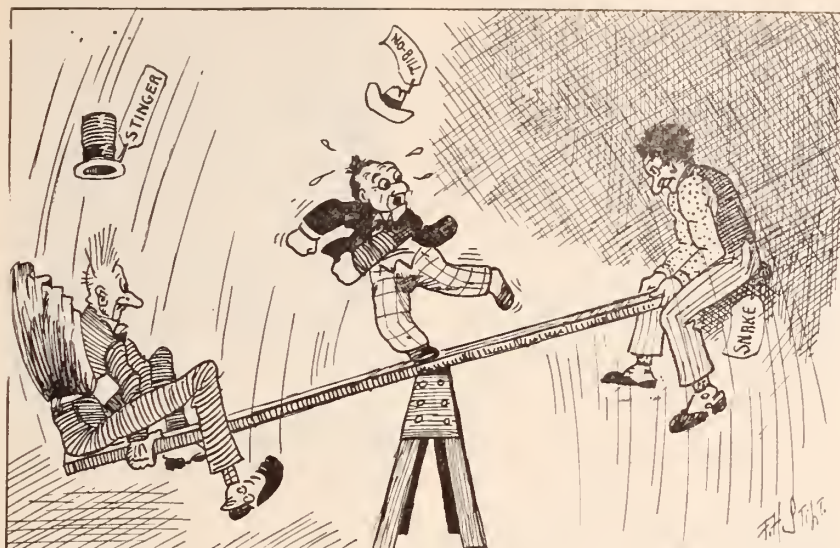
"Pat" Mullaney is the first Harp we ever knew who could not remember the "Night of the Big Wind".

Should the day ever arrive that gas engines would replace steam as railroad motive power, we believe Ivorydale would be in a position to supply the system with expert gas engine mechanics. Most of our executives are wizards at keeping their old wrecks off of the "1150," and most of the old "cans" are running on imagination and warm air.

Our air brake foreman, Paul Haaf, has again been presented with a daughter. The little miss is doing splendidly.

It is reported that one of our apprentice boys has been wearing socks without feet all summer. Since cold weather will soon be here, "Willie" Schramm will have to invest in some "whole" socks instead of "hole" socks.

"Pete" Lyons, our faithful back shop laborer, is back on the job after being away for several weeks on the sick list. Steve Monar, painter, is also on the sick list.



The See-Saw.

Note the timely cartoon here from the pen of Switchman F. H. Stilt.

Claude Williams, timekeeper, Maintenance of Way Department, has embarked upon the Sea of Matrimony. Hearty congratulations!

The following letter, received from Operator James T. Wiley, Glendale, Ohio, dated September 10, will be of interest to our readers:

"Thought a letter of this kind might interest you. I finished today forty-five years of continuous service with this Company. I have never in that time been suspended one hour. The officers on September 10, 1876, when I entered service were: L. Williams, general superintendent; Samuel Stevenson, general passenger agent; Joseph P. Cox, general baggage agent; William Salters, roadmaster; "Al" Evans, superintendent, C. H. & D.; G. M. Lane, superintendent of telegraph; "Pat" Hickey, purchasing agent; W. H. Allison, master mechanic, "Al" Griggs and "Ed" Hunsacker, train dispatchers. The passenger conductors as I remember them were: "Dick" Skinner, father of E. C. Skinner, late agent, Cincinnati; John Devening, Charles Rodinberg, John Short, Oliver Short, "Al" Paul, James Stone, "Al" Barber, William Harrison, E. B. Thomas.

"A sample of train orders those days follows: "Run from Hamilton to Cincinnati, avoiding regular and flagged trains." When order was signed and repeated you got the response—"Order 15 all right."

"I am pleased to be working in Cincinnati Terminals and have always liked all the officials I ever worked with. If a man will try to do his part, he need never worry about what the official will do.

"There are two things I always had foremost in view. First—to be thoroughly honest in dealings with the Company and the public; Second—to give the Company the best there was in me in service and to do it cheerfully. It doesn't cost any more to do it that way than to do it because you know you have to do it.

Yours truly,

JAMES T. WILEY."

The accompanying pictures will be interesting to our old employees. They are of Yard Trainman C. I. Roush. One picture (alone) was taken 20 years ago; the other, with his little grandson, C. I. Jr., was taken recently at Mr. Roush's home, Norwood, Ohio.

New Castle Division

Correspondent, J. A. JACKSON

Perry I. Eilbeck, time clerk, Division Accountant's Office, New Castle, and Miss Lavenia N. Warnock were married on Saturday, October 15, the Rev. A. J. Randalls officiating. The beautiful ring ceremony was used during the exchange of vows, which was witnessed by only a few of their most intimate friends and relatives. A wedding dinner was served in the private dining room of the Elks' Club, after which the happy couple departed on an eastern honeymoon trip, including New York, Washington, Philadelphia and Lonaconing, Md. Mr. and Mrs. Eilbeck will be at home on West Wallace Ave. after November 1. A circle of admiring friends are extending to the happy couple their wishes for an abundance of happiness and good luck in their wedded life.

One hundred and fifty relatives and friends of Pensioned Yardmaster and Mrs. W. D. Reed called on them at their home in DeForest, Ohio, on October 3, the occasion of the 50th wedding anniversary of this venerable and beloved couple.

The wedding of Mr. and Mrs. Reed occurred in Meadville, Pa., in 1871, the Rev. Robert H. Austin officiating. Mrs. Reed's maiden name was Elizabeth C. Smith. Three children were born to them; William, Jr., the only one now living, resides in Pittsburgh.

The 50th anniversary of their wedding was spent in a most delightful manner, and all formalities were forgotten for the day,



C. I. Roush

Send No Money

21 JEWEL HAMILTON Famous 992 Model
21 Sapphire and Ruby Jewels set in solid gold cups, adjusted to five positions, temperature and iso-chronism. Adjusted to the second, 16 size. Double-roller escapement solid steel escape wheel, brequet hair spring. Complete in gold filled case, guaranteed 20 years.

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Give this watch a 30-day trial, have it inspected by a railroad time inspector—place it to the most vigorous use. If you are not satisfied, return it at our expense and your deposit will be refunded.

Don't Send a Penny
You receive the watch all charges prepaid. Examine it—it pleased, make first payment of \$12.50. Wear the watch 30 days. If you are not satisfied after the trial, return it. Your deposit will be refunded immediately. If you buy, pay only \$1.20 a month for 12 months until \$62.50 is paid. **ORDER NOW!** Write your name and address on a post card. Just say "Send me 16 size, 21 jewel 992 Hamilton as you advertise." We will do the rest. The largest jewelry catalogue of Xmas Gifts issued is yours for the asking. Write for it now to Dep. 406.

ROYAL DIAMOND & WATCH CO.
ESTABLISHED 1851
35 Maiden Lane, New York

their numerous friends and neighbors making pleasant social calls, while an abundance of cards, letters and flowers were showered upon them. Among the numerous and useful gifts received by the couple was a set of cut glass vases and three purses of gold, one of the latter coming from their old friends of the Baltimore and Ohio.

Mr. Reed's railroad career began in December, 1877, when he entered the service of the P. & W. as agent at Clarion, Pa. Later he occupied the positions of trainmaster and assistant superintendent at Sharpsburg and Foxburg, Pa. On September 1, 1882, he was appointed superintendent of the B. B. & R. Division, with headquarters at Foxburg, holding this position until the P. & W. was absorbed by the Baltimore and Ohio. On October 1, 1891, he was appointed yardmaster at DeForest,



Yard Trainmaster C. I. Roush and little C. I. Jr., at their home in Norwood, Ohio

Ohio, which position he held until April 1, 1916, when he was placed on the pension list.

Mr. Reed's long and faithful service with the Railroad has earned for him the respect and admiration of his officers and fellow employes, and by his pleasing personality has endeared him to the hearts of his fellow employes on the New Castle Division. For the past 21 years Mr. and Mrs. Reed have made DeForest their home, and are numbered among its most highly respected citizens. Mr. and Mrs. Reed are both enjoying the best of health, and their many warm friends extend to them the season's greetings on this, their golden wedding anniversary, and wish for them continued good health and prosperity, and the hope that they will live long in the sunset years of their lives, ever happy, ever joyful, ever blessed.

Newark Division

Division Safety Committee

Permanent Members

H. G. KRUSE.....	Superintendent
M. H. BROUGHTON.....	Train Master
WM. STRECK.....	Train Master
H. F. WYATT.....	Train Master
R. S. WELSH.....	Division Engineer
F. E. COOPER.....	Master Mechanic
R. A. VERNON.....	Road Foreman of Engines
P. R. CASLER.....	Captain of Police
A. R. CLAYTOR.....	Claim Agent
M. H. KOEHLER.....	Medical Examiner
H. H. HARDING.....	Signal Supervisor
R. KAZMARAK.....	Storekeeper
E. C. ZINSMEISTER.....	Master Carpenter
C. G. MILLER.....	Supervisor Shop Schedules
T. J. ANDREWS.....	Conductor
J. L. RAINEY.....	Engineer
L. C. VERNON.....	Brakeman
W. L. DORSEY.....	Conductor
R. E. HUMBLE.....	Fireman
J. M. BALLINGER.....	Section Foreman

Correspondents

W. E. LAIRD, *Chief Clerk*, Newark, Ohio
A. D. LIST, *Newark (Ohio) Shops*

An enjoyable occasion was a joint meeting of the Newark Division Veterans and Ladies Auxiliary, held in Engineers' Hall, Newark, Ohio, on the evening of October 6.

There were about 250 present and after the transaction of regular business, the meeting was addressed by Grand Vice President J. M. Garvey from Wheeling. He gave a splendid talk on the progress of the Veterans' organization on the system, and specially complimented the Newark Division Veterans and Ladies on their aggressiveness and rapid growth, and ability to make their meetings a success. He also took occasion to urge a revival of interest in the matter of soliciting business for the Baltimore and Ohio, pointing out that the welfare of the Railroad was in the end the welfare of the Veterans' associations and their auxiliaries.

Twelve new applications for membership in the Veterans' Association, and fifteen for the Ladies' Auxiliary were presented, voted upon and accepted at this meeting.

Following Mr. Garvey's talk, the local president, D. H. Moriarity, in an impressive manner, presented "fifty-year" buttons to the following well known veterans: W. G. Harrison, John Ryan, S. W. Higgs, J. S. Price.

The balance of the evening was devoted to various social recreation, and the serving of a choice lunch by the ladies.

Stenographer C. A. Budd, Division Accountant's Office, has finally "went and done it." It happened in the Storr's Congregational Church, Cincinnati, Ohio, on October 15. The happy young lady was formerly Miss Phoebe Meinders, niece of John Meinders, Cincinnati Terminals.

After a trip through northern Michigan, Mr. and Mrs. Budd will be at home to their many friends at 158 Moull St., Newark, Ohio.

We wish them success and happiness.

Following are recent vacations reported: Harry L. Kent took a "flying flivver" trip through Harrison County. "Tom" Brookes is trying to lose himself in old Virginia; Frank Cole said he was going to see the Ohio State-Michigan foot ball scrap.

Somehow it sounds kind o' good and like old times to hear about not enough cars to take care of the business, or power to move it. Looks like business is picking up, at least on this part of the Railroad.

Cleveland Division

Correspondents

A. F. BECKER, *Secretary to Superintendent*,
E. L. MILLER, *Chief Clerk to Division Freight Agent*, Akron, Ohio

H. B. SMITH, *Supervising Agent*, Cleveland, Ohio

W. E. BRUGH, *Clerk to Trainmaster*, Massillon, Ohio

We have long known and appreciated the co-operation which Agent Barry, Elyria, affords the Traffic Department by his constant and successful solicitation of shipping and receiving concerns located at his station. However, inasmuch as all of the agents are rendering all assistance possible to this department, we never felt quite justified in writing up Mr. Barry's accomplishments. We do feel justified, however, in telling you about an instance which occurred recently:

A large automobile company had placed an order for some steel with one of the concerns located at Elyria, requesting that they route the business via competing lines. Mr. Barry fortunately secured the information of the order and, learning that the consignee had requested adverse routing on the business, he asked the vice-president of the steel concern to write the traffic department of the consignee, requesting that they be permitted to route the shipments via our line. This the vice-president did, and upon our following the matter up we were advised by the consignee that they were agreeable to this business being routed via our line.

It has since developed that there is to be a more or less regular movement of this business and we feel that Mr. Barry is to be complimented on the success of his efforts.

On a recent trip of the Traffic Department over the Cleveland Division, the accompanying picture was taken at the freight house at New Philadelphia, Ohio. Returning from left to right: J. E. Fahy, assistant



Some members of the Traffic Department, snapped on a recent trip on Cleveland Division

superintendent; C. F. Farmer, division freight agent; A. R. Strone, assistant chief clerk to assistant general freight agent; J. C. Kimes, assistant general freight agent; E. G. Slater, signal foreman.

George Coon, chief clerk to master mechanic at Lorain, Ohio, is reported a victim of cupid. Congratulations!

Massillon, Ohio

Mason Foreman Stonewall Jackson Johnson is now assisting J. T. Sidaway, bridge inspector. Mr. Sidaway will probably get along fine with Mr. Johnson, who is not a very small man, and who will, no doubt, succeed with the work.

All of the employes here enjoyed some very good smokes on Brakeman Harold U. Brugh. Of course, nothing but a special occasion would bring smokes around. Mr. Brugh had been persuaded that two could live more cheaply than one, and he decided to give it a try. On October 12, Miss Anna Mitner of Massillon became his bride. We wish to congratulate them and wish them a successful and happy future.

The Better Operation Drive has now been on for about three months, and nearly all employes seem to be interested in it. There have been, and will be, some very good results obtained, which will save many dollars for the Baltimore and Ohio and promote better operation.

We regret to learn of the recent death of the father of Agent L. T. Kegler. We hereby express our sympathy to the agent and his bereaved family.

J. E. Campbell, conductor on Lorain and Massillon pick-up local, who has been on the Lorain Monday layover, change 1 over to the Lorain Sunday layover. The change was probably made to avoid wash day on Monday. Pretty clever, John.

In the accompanying picture, we have one of the several sets of brothers working on the Cleveland Division. They are George, William and Harold Brugh. George is a brakeman, working out of Dover; William,



Brugh Brothers of the Baltimore and Ohio - George, William and Harold



Betty Mae Guleff

a furloughed brakeman, and clerk to trainmaster, Massillon; and Harold, a brakeman, working out of Massillon. All three have been promoted to conductors.

Here is Betty Mae, 4 months old daughter of Car Inspector "Nick" Guleff. This is "Nick's" only child. She must be looking for her daddy to come home from work.

G. H. McCoy, ticket clerk and operator at Massillon, recently had to get another pair of "eyes," the kind with black rims. They are becoming to you, George. I suppose all of us will come to that, when we get up in years.

Brakeman G. H. Brugh and Fireman U. H. Wallace enjoyed a trip to Detroit, Mich., to see the Massillon football team play the Detroit Herald's team.

Dover

C. E. Bryant, brakeman, has been contemplating a trip out West. You want to watch out, "Slim," the Indians will get you.

Conductor W. F. Stapleton should be able to give a good description of Canada. He was there long enough to learn a good bit about that country.

Brakeman D. C. Bilby was unfortunate enough to let part of the burning substance of a fusee fall on his shoe. Consequently he burned his foot badly before he could get his shoe off.

Thomas Thomas, formerly clerk in the Motive Power Department, has been transferred to yard clerk. We hope you succeed in your new line of duties, "Tommy." The only conflicting thing in your way, is that there are two "Toms."

Chicago Terminals

Correspondent, THOMAS H. WILLIAMS

The accompanying picture is of Irma Ditori, the three year old daughter of Louis Ditori, chief elevator man, Grand Central Station. Mr. Ditori is one of the most accommodating and faithful employees we have, having served for twelve years.

Mr. and Mrs. E. H. Mattingley are rejoicing over the arrival of a ten pound baby boy.

Miss Rose Byrnes, telephone operator, who recently underwent an operation for appendicitis, is recovering nicely. We all miss her pleasant voice over the wire and hope she will soon be back on the job.

Many friends sympathize with Joseph Kennedy and family in the recent death of Mr. Kennedy's mother and brother, both having passed away within the past month.

E. L. Jones has been appointed agent at Chicago Heights, vice E. Ruble, resigned.

Miss Alice O'Connell, telephone operator, resigned recently to accept a similar position with the Chicago and Northwestern Railroad.

After waiting for the stork's arrival for the last month or so, the fickle bird has finally paid a visit to the home of Chief Clerk and Mrs. Rodgers at Harvey, with a healthy ten pound boy, looking every bit like his happy "Pa" (with the exception of the vanity spots, freckles, that he still has to get). Our overjoyed chief clerk is rather upset about the youngster's name, however. He thought it would be a girl and he would call her "Violet" in harmony with the other members of his flower garden (Pansy, Mrs. Rodgers, June Rose, his little daughter). We would not make any suggestions on that, except to ask him not to afflict the little fellow with a name like he has to put up with, i. e. "Esthes," because people get that mixed up and think his name is really "Esther."

Everybody at Harvey, Harvey Junction and Blue Island seemed to think that our chief operator, Mr. Wilhoit, has been enlarging his family. To this gossip, Mr. Wilhoit objects, of course, and wants to see a note about it in the MAGAZINE so that everybody can see that it was all gossip.

Mrs. Weiss and Marion Weiss, the agent's wife and daughter, were here lately to see what kind of a place Harvey was and how the office looked. We think now that old wise Ben Akiba did not know everything either, for Mrs. Weiss said that the office was clean and tidy, and I don't think that any lady ever before said that about a place that was kept in trim by a bunch of mere males.

C. Schwartz, back up man, who handles passenger trains between Coach Yard and Grand Central Station, is to be commended. The other day, upon arrival of No. 7, Mr. Schwartz found a pocketbook and later returned it to its owner upon proper identification. The purse contained \$68.00 in bills and some change. Officials take this means of commending Mr. Schwartz.



Irma Ditori, 3 year old daughter, chief elevator man, Grand Central Station

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C. W. Butters, distribution clerk, was married to Miss Irene Warder on September 10, much to the surprise of his fellow workers, whom he never let in on his secret. Mr. and Mrs. Butters spent their honeymoon visiting points of interest through the western states.

The traffic Department, with the co-operation and able assistance of W. P. Finnegan, assistant agent, and Edward Grussendorf, engine foreman, Cicero, Ill., has been able to show what a little courtesy, coupled with hard work and energetic persistency, can accomplish for the Railroad.



Timekeeper Eddie Ryan

This is a highly competitive district, and requires active solicitation in order to secure results. Of the total number of cars handled, our road secured: July, 1921, 68 per cent., August, 1921, 71 per cent., September, 1921, 72½ per cent.

While our own C. T. benefited to the extent indicated above, the Baltimore and Ohio also received a substantial percentage of the traffic, which is gratifying. What is being done in this district can be done all over the railroad and it will be to our mutual advantage to work diligently toward securing every carload of freight that we can handle.

The future of our Terminal and the Baltimore and Ohio depends upon the ability of its employees to think and act. These are not mere sentiments. They are practical considerations; they are considerations which must be brought home to all of the employees of this great System, from highest officer to employee in the most subordinate position. Unless we can make every employee know, and can induce him to act upon his knowledge that both companies cannot be prosperous unless we all assist, we shall not have fulfilled the obligation or the opportunity resting upon us.

Meet your friends, exploit the advantages of our own C. T. and the parent company, and you will be surprised at the results obtained.

Dave O'Leary spent his second honeymoon in Cuba. Dave claims the weather out there is very dry. On his return trip he visited New York, Niagara Falls and other eastern points.

Morris D. Carothers, assistant engineer maintenance, better known as "Mike," has bought a handsome home through the Relief Department. Might say we expected this, because "Mike" is one of our hustlers.

John Boos, night car foreman under P. Healy, fell and severely lacerated his forehead. John is game and went back to work. Said that he was tough, and a little thing like that would not hold him out of work.

Dr. E. A. Courrier, assistant to our medical examiner, is covering the district at Washington, Ind. for a few weeks.

Bill Henning, star bowler, Transportation team, is on the war path again. Bill isn't satisfied unless he gets at least a 190 average. Judging from the start the boy has made, there won't be any prizes left at the end of the season. Right now he is holding the league with a 234 game and is still going.

Miss Cordt, former clerk, Barr Yard, has been transferred to the Superintendent's Office. Her many friends out at Barr Yard find it pretty hard to get along without her.

The accompanying picture needs no introduction to our employees. It is the smiling Eddie Ryan, timekeeper, better known as "Schultz." He certainly missed his calling, as his gay repartee would win him a place among the vaudeville stars.

Judging from the number of packages "Te'l" Shea and "Rudy" Lindeman carry home, they must be figuring that there will be times when it will be impossible to get out of their Mount Hope home during the coming winter; hence they are stocking up accordingly. Why worry boys? There are plenty of helping hands here in case you get snowbound.

After six months absence, Clarence Grobner resumed his duties as messenger in the Superintendent's Office. Clarence claims it is pretty hard to keep away from the old nest.

John Daly, who has been off for some time with an injured foot, is getting along very nicely, and will soon be back in harness.

Thomas J. Hasey, who has been sick for a long time, is slowly improving. "Tom" is one of our old timers.

Mabel Allen, one of our clerks, met with a painful accident on October 10, by severely spraining her ankle. Mabel has the sympathy of all the young men, as she is one of our attractive young ladies.

At Harrison and Wells she started to balk, Sneezed a gallon of oil all over the walk; The curtains leaked rain, the tires needed air,

But as long as she ran, we didn't care; Reached Michigan Avenue in a haphazard manner,

Slipped across the street on an old "bananer" Headed her south with the engine running nice,

And got a bad puncture on an old hunk of ice.

At 53rd Street, met a big trolley car, (Never expected her to run that far). She ran so fast she began to quiver, Then passed up a hearse and a three wheeled flivver.

On she charged like the light brigade, Missed that old trolley just by a shade. At Garfield Building on went the brake, Everything shook like the Frisco earthquake.

The brakes were good, but they worked too slow,

And Lizzie wouldn't stop unless you hollered "whoa."

The fenders were loose, so was every rim; The lights wouldn't work, except on dim. The steering wheel wobbled and the axles reared.

The minute you sat in her you began to get skeered.

The windshield was cracked and the tires didn't last,

Whenever he went out they picked up glass. The cam shaft reeked and the long spokes squeaked,

He bought spark plugs most every week. The gas line was plugged, so was the exhaust;

Looked like a hack that had got lost. The motor ran, but it wasn't very good.

Sounded like a track gang sawing wood. Took her apart and found she needed a gasket,

The garage man said she belonged in a casket.

Then to the museum they sent her as antique.

And now we only get to see her once every week.

The above poem was written after Mr. Wilmsen, home route clerk, Car Record Office, had taken a ride in Mr. Ruth's "Dodge" on the first day that he tried it out.

The eldest son of E. J. Reicke has recently recovered from an injury to his head, caused by a baseball bat. The injury sustained was light, because of the fact that the boy is a "chip off the old block."

Chicago Division

F. N. SHULTZ, *Division Operator*, Garrett, Ind.

ESTHER J. SPREENBERG, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.

The picture shown below is of Dispatcher J. M. Trimble, holding up for our observation a day's catch at Lake Wawasee.

South Chicago

E. H. Mattingly, joint general car foreman, South Chicago, was elected president of the Car Foreman's Association of Chicago at their annual meeting in the Hotel Morrison. Congratulations!

We are sorry to learn of the death of Mrs. George Miller, wife of George Miller, veteran blacksmith, South Chicago. Mr. Miller and family have the deepest sympathy of all at South Chicago. Mr. Miller has been in the service of the Company for 47 years, and has gained and retained many friends. Mrs. Miller passed away on September 21.

Our deepest sympathy is extended to David Griffith in his recent bereavement, the death of his brother, George Griffith, after a short illness.

Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

On October 1, R. W. Brown, former superintendent of the Ohio Division, was appointed superintendent of the Conneville Division. Mr. Brown first entered the service as ash pit laborer, serving as fireman, engineer, air brake inspector, road foreman of engines, supervisor of locomotive operation, trainmaster, coming to the Ohio Division as assistant superintendent on October 1, 1917, and promoted to superintendent on September 1, 1920.

A pleasing tribute was paid Mr. Brown by the officials and men of the Ohio Division before he left for his new location. So complete was the surprise to him, that he was forced to acknowledge that when friends arrived at Chillicothe from the different parts of the railroad without his knowledge, he would almost believe that the railroad



J. W. Trimble and a day's catch



Chillicothe Shop Fire Department

could "run" without a superintendent. All the guests, to the number of 150, were assembled in the Warner Hotel dining room, where the guest of honor had been escorted, on a pretense that he was wanted on business. The dining room was darkened and it was not until Mr. Brown was in the room that the lights were turned on and the truth burst upon him. For a moment he could do nothing but stand and look about him. An excellent dinner was served, after which Agent W. R. Moore, acting as toastmaster, briefly explained the nature of the gathering, and called upon various speakers. Among those who responded were General Superintendents F. B. Mitchell and E. W. Hoffman, Superintendent of Transportation G. D. Brooke, Assistant to General Manager J. B. Carothers, General Master Mechanic Galloway, Division Freight Agent Settle, Superintendents R. B. Mann, D. F. Stevens, H. B. Green and H. G. Kruse.

The main speech of the evening was made by Hon. D. E. ("Senator") Dick, fuel inspector, who in an eloquent speech presented Mr. Brown with a picture. On being opened, this package was found to contain an Ingersoll watch. Hurriedly snatching it away, in well assumed confusion, muttering, by what he claimed was his own stupidity, as having presented the wrong package, "Senator" Dick then produced another which was a Howard railway watch of the highest grade, suitably engraved. Mr. Brown tried to thank his friends, but failed, stating he had no words to express his feelings. All present, however, felt assured of the genuine friendship he feels for them and the regret he experiences in leaving them. We extend our best wishes for Mr. Brown's continued success in his new field.

A. A. Iams, superintendent of the Indiana Division, succeeds Mr. Brown on this division. Mr. Iams is too well known to be introduced, having been superintendent on the Ohio Division several years ago. We welcome him back again and assure him of our hearty co-operation.

On September 15 F. T. Sturtevant was appointed division freight agent at Chillicothe, vice H. G. Settle, transferred to Seymour, Ind., in similar position. We wish both these men success in their new locations. Mr. Sturtevant is well known on the Ohio Division, having worked here previously.

Our sympathies are extended to Miss Bertha Streitenberger, stenographer to chief clerk, Superintendent's Office, on the death of her father on September 20, after a lingering illness.

The little fellow on the table is Ralph Howard Kemmerer. His daddy is E. F. W. Kemmerer, ticket agent, Union Station, Chillicothe, Ohio.

Another one of our young eligibles has slipped on the "peal" of a wedding bell. "Don" Sullivan, time clerk, Division Accountant's Office, took the plunge and "committed" matrimony. Congratulations and best wishes for its joys and blessings!

The accompanying picture shows the Chillicothe Shop Fire Department. Top row, left to right: P. L. Miller, chief; George Churchus, John Farnham, H. Brown, firemen; Merl Weagle, nozzlemaster; J. E. Hatfield, fireman; Carl Eisnaugle, nozzlemaster; F. L. Kline, first lieutenant; Fred Darding, fireman. Bottom row: Owin Hollis, Robert Titus, William Barker and E. E. Reagin, firemen.

Conductor "Tom" Brown was given the surprise of his life during the latter part of September, when he arrived at Chillicothe on train No. 4. He went to the dispatcher's office, as usual, for his orders, where he was backed into a corner by a crowd of his friends and handed a fifty-year service button by W. R. Moore, president of the Veterans' Association. Even as accustomed to surprises as Mr. Brown has been, keen witted and ready of repartee, as has been his wont, he was carried off his feet, for the whole proceeding was out of a clear sky. Mr. Brown has had a long and honored career on the Baltimore and Ohio, entering the service of the old M. & C. in 1868 as laborer, then taking positions as brakeman and conductor successively, and later that of passenger conductor. May his service continue for a long time to come.

A "SAFETY FIRST" Fable

Once on a time there lived a man
Who was always known by the name of Dan,
He wouldn't believe in Safety First,
Of it he always said the worst.
He hee le l not the signals red—
He doesn't yet—for he is dead!

Engineer John Snyder acted as host at his home in Cincinnati to a number of friends, celebrating the forty-fifth anniversary of his career "on the rails." We wish him long continue in service.

SAVE TIME!

SAVE MONEY! and

SAVE LABOR! by

SAVING COAL.

Indiana Division

Correspondent, H. S. ADAMS, Chief Clerk to Superintendent

Sometime ago a Railroad Company in Chicago ruled that female clerks would not be permitted to wear short skirts and low-necked waists during office hours because it detracted the male employee's attention from his work. Things like that never happen in this office, do they fellows?

Well "SHE" is back from the East, but I am sorry to report that she did not find her mate. We feel rather bad to think that she traveled such a distance and then was not successful. She says, however, she did have the pleasure of seeing the Catskill mountains. Can you believe that?

SOMETHING TO THINK ABOUT:

Friendship is essential in commanding good work. The man who likes you will work harder without thinking whether you



Ralph Howard Kemmerer, junior ticket agent, Union Station, Chillicothe



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are watching him. Learn how to get along with the men you work with. I can show better results, and so can you, working with a lot of good fellows of ordinary talents, than can anybody surrounded by a bunch of experts who are bad friends.

During the flood of 1918, Baltimore and Ohio bridge over Miami River just east of Lawrenceburg was destroyed by effects of ice gorge on the Miami and Ohio Rivers.

The last train over this bridge was No. 43 on the afternoon of February 11, 1918, and

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since that date until October 1, 1921, all traffic on the Indiana Division west of Cincinnati has been detoured over Big Four rails between North Bend and Lawrenceburg.

A new bridge which has been in course of construction for a number of months, together with new double track between Finney and Dearborn, was completed and opened for operation on October 1, this year. Train No. 44 at 11.30 a. m. was the first train to go over the new bridge.

Superintendent Iams, Assistant Superintendent Telegraph Ambach and Trainmaster Purkhiser rode the engine, while A. H. Griffith, who had charge of the construction of the new work, Mr. Hunter from the Bridge Engineer's office at Baltimore; Division Engineer Herth and Supervisor Cassin rode rear end of train No. 44.

This train was handled by engine 1427 in charge of the following crew: R. E. Nichols, conductor; O. Clark, baggagemaster; H. R. Kelso, flagman; H. Durham, engineer; R. V. Downing, fireman.

When it became known in the town of Lawrenceburg that the new bridge was to be opened and No. 44 to be moved via that route, citizens became enthusiastic and a large number of people came out into the street to see the train start over the new route, and one could hear the words whispered from one to the other, "They are going over the new line."

As the new bridge was approached, a whistle was sounded and all workmen on fills and on the bridge stopped and waved their caps and cheered as the train passed over the bridge. On arrival at the end of double track at Finney there was more cheering.

Trainmen and employes on the Indiana Division are very happy that we are again at home on our own line between Dearborn and North Bend, and that it is no longer necessary to detour.

The new bridge is one of the finest in the country and the double track on each side of same cannot be surpassed, either from the standpoint of beauty or construction.

We were very much surprised recently to hear that our superintendent would be transferred to the Ohio Division at once. Mr. Iams had been in charge of Indiana Division for about three years and his sterling qualities were thoroughly appreciated by division officers and employes alike. During his incumbency he made many warm friends, personally, and for the Company, among the business men and citizens along the division and especially at Seymour. We are selfish enough individually and collectively to be glad to have had him with us for a number of years; however, we congratulate him on the promotion and the Ohio Division for securing a man of his caliber.

J. B. Carothers, assistant to general manager, has been appointed acting superintendent, and is in charge of the division pending permanent appointment of a successor to Mr. Iams. Mr. Carothers has served in many official capacities in various localities on the System, including superintendency of the Illinois, Ohio and Philadelphia divisions, and we are glad to have him with us.

R. L. Gallaher, division freight agent, Seymour, has been promoted to assistant to general freight agent, with headquarters at Cincinnati. While Mr. Gallaher has been with us less than a year, his very affable manner has won for him a very close relation with shippers, division officers, agents and employes. We congratulate him on his promotion and wish him a full measure of success in his new field.

H. G. Settle, division freight agent, Chillicothe, has succeeded Mr. Gallaher, and we extend to him a hearty welcome. Mr. Settle has been associated with the management in various capacities for a number of years.

In the "No Accident" campaign previously conducted we have not been able to earn the prize awarded; however, I am glad to say Indiana Division has the distinction of heading the honor roll in the Better Operation Drive, conducted during August and September. The drive is to be continued throughout October and I hope the good work will be continued. Earnest work is necessary to hold the high place we have attained in this particular drive.

Do not overlook "Think and Act" drive, and always get it straight. We have seen instances where it appeared the words had been reversed—ACT and THINK later.

Henry Barkman, veteran car repairer, 39 East High Street, Seymour, secured information that Mr. A. Kane, with his wife and daughter, had made arrangements to go to Santa Rosa, California, leaving Seymour via a competing line. Mr. Barkman immediately called upon Mr. Kane and solicited their transportation via Baltimore and Ohio to St. Louis and was successful in having them change their route accordingly. This party left Seymour on No. 1 on October 3, tickets being purchased through to Santa Rosa, California.

Illinois Division

Office of General Freight Agent,
St. Louis, Mo.

Correspondent, FRANCIS PIGLOSKY

Our bowling team, composed of "Gassaway" Cannan, "Butterfly" Haack, "Vamp" Turgeon, "Kewpie Doll" Bradley, "Feroocious" Frawley, "Pee-wee" Coppedge and "Hook" Manier all bowled over 200 average in the elimination contest. (Beware, Cincinnati).

Mr. Cannan reports that increased facilities have been provided for at Murry's Mine, with the assistance of Live Stock Agent Howard, and while amount of future business is "undeterminable," a shortage of Baltimore and Ohio equipment is inevitable.

Again the swirl of matrimony has claimed a victim. This time it was Miss Schneeberger. Good-luck Elsie, dear girl.

We take pleasure in adding to our force Edwin Schlag, our former tracing clerk, and Messrs. Frank A. Frawley and Ray McGrath, from our East St. Louis office.

Know all men by this fact, that when Mr. Farrar is standing by the window with the telephone (station 13) he is talking to Main 4723. Its alright "Arnie," we're for you.

A short time ago Mr. Bradley, our chief clerk, was requested to have a car placed for shipment of household goods to Washington, D. C. He quickly 'phoned Mr. Horning, our passenger agent, giving him name and address of shipper and about an hour later Mr. Horning called him on the telephone and said "I got them all to travel Baltimore and Ohio." That's killing two birds with one stone.

Toledo Division

Correspondent, EDWARD M. MANNIX
East Dayton

The accompanying photograph is that of little Genevieve Grace, 5 years old, daughter of Machinist Helper Ryan, and a popular little miss.

The glad season of Thanksgiving is with us, and as is customary, Superintendent R. B. Mann and Master Mechanic A. E. McMillan send their proclamation of thanks to all of the employes, wishing them the choicest blessings that the season affords.

Business is moving along very nicely and improving daily, double-headers every day and night, the look of gloom gone, the pessimists dead, optimists springing up on every hand.

"Tell 'em things are going fine
Make 'em feel it—never whine.
Dress the part and act it too,
That's the stuff, I'm telling you."
Remember our motto is "Oil her up and let her go."

Let us hope that we will soon dig up the furloughed list, and see all of our old boys back to work. There is only one way to do that—keep pushing—and just as sure as Fate, it is coming. Remember that we are all brothers under the skin.

"Sometimes strong and sometimes weak,
Sometimes brave and sometimes meek,
Sometimes whipped, but not for long,
Heads up—let's push along."

William Wade, boilermaker at our shop, recently underwent a serious operation. Word from his bed-side is that he is convalescing nicely, and that the operation was successful. Our best wishes are with "Bill" for speedy recovery.

It is most pleasing for us to offer to the representatives of the International Correspondence School, Locomotive and Air Brake Instruction Car No. 100, in charge of Manager A. C. Dryden and Instructor W. A. Reese, our thanks for their two weeks stay with us. These gentlemen left a lasting impression. Having capacity meetings at all times, nothing was left undone in their line of instructions. Come again.

An illustrated lecture on "Safe Transportation of Explosives" and other dangerous articles by Col. James L. Taylor, was listened to by a highly appreciative audience on September 28 at the Y. M. C. A. auditorium, thanks to courtesy of our Railroad.

We are going to give some of our selected merchants a chance to advertise their business at various points along the system, and Dayton has been one of the selections. Of course, this will be for our local merchants, soliciting the trade of our employes. We have several good, reliable merchants who will take advantage of this opportunity through the MAGAZINE.



Genevieve Grace, daughter of Machinist
Edward Ryan



General Foreman W. A. Gilmer and his little grandson, Charles Edward Wade

The accompanying picture is of Charles Edward Wade, of Newark, Ohio, grandson of General Foreman William A. Gilmore, Dayton, Ohio. Master Wade is 14 months old and he and his grandpap are some chums. His father, Charles E. Wade, is a machinist at Newark Shops.

The accompanying pictures are those of the store room platform at East Dayton, Ohio, which we take pride in saying is a model on the Southwestern Division. Also some of our boys there: Reading from left to right are storekeepers Robert Smith, E. L. Horne, M. Abel and E. B. Isenogle.

A look through our Master Mechanic's Office at East Dayton shows a bunch of hustlers; under the jurisdiction of Chief Clerk R. E. Morris, everything runs as smoothly as clock work.

General Foreman W. A. Gilmore is away out there for suggestions and improvements, and needless to say the men are behind him in anything that will improve conditions for the Company and keep East Dayton in the front, where he has striven so hard to place it. "East Dayton First," is our motto. Let the rest follow.

Toledo

Assistant Correspondent, FRANK J. McMANUS

The movement of lake coal to the Northwest during the season 1921 has been unusually heavy. Up to October 1, our coal docks at Toledo had dumped 2,100,000 tons, the second heaviest dumping up to that period in the history of the docks at Toledo. The Port of Toledo will handle approximately 40 per cent. of the coal that is shipped by boat to the northwest.

Stanley A. Zion, crew dispatcher, has resumed studying philosophy. The cards read that "they" will be home after December 1.



Station Force, Xenia, O.
Left to right, standing: Operator A. O. Wood, Warehouse Man William Foody, Crossing Watchman John Tomlinson. Seated: Cashier John Dymond, Agent R. A. Tull

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Toledo Terminals employees lost considerable money on the automobile races held at Miami Fair Grounds between the speed kings, Schoenberger, Phares, Schultz and Freck. Freck, with his Cleveland 6 was picked a sure winner, but Schoenberger,



Casting platform, East Dayton, Ohio

A trip through the Superintendent's Office impresses one that the members of the office force are all dispensers of joy; everybody busy, yet they find time to look up from their work with a cheerful "Good Morning." I hopped right into the Train



Storekeeper's Office Force, East Dayton, Ohio

Master's Office and found things the same way. Blew over to the Train Dispatcher's Office to be greeted with "Hello Edward, how's the MAGAZINE?" Had to get out of there; too busy for me. Side-stepped over to Division Engineer's Office, got the glad hand, and left with the impression that they were all a good bunch of Baltimore and Ohio Boosters.

Heard that L. E. Fenner smiles occasionally, but then a person doesn't have to believe everything he hears. How about that, "Lou?"

George Stoecklein, assistant to Chief Clerk L. E. Fenner, is the boy with the pep. He's away out there when it comes to throwing sunbeams and he has promised to dig up a whole lot of news for our MAGAZINE. Some scout!

Ever hear of an automobile driver running over himself? Well, that's what they told me in the Agent's Office today. The driver stopped near a cigar store, and asked a little boy to run over and get him a box of matches. The little boy refused, so the driver ran over himself. WHAT!

Division Accountant's Office, Dayton, Ohio
Assistant Correspondent, G. M. McBRIDE

We extend congratulations, A thousand times and more, And trust you journey safely O'er to that blissful shore.

There are many here who envy—Of that we feel quite sure,

ger, with his galloping Elizabeth, surprised the crowd by running away from the field. Schoenberger made three laps, while Freck, who finished second, made but two. The speed of Schoenberger's car was so great that in endeavoring to pass Schultz with his Chevrolet, the exhaust from his "Lizzie" forced Schultz into the ditch. Johnnie Phares did not get started, as when he crawled into his car he broke two axles. It was necessary for the victor, Schoenberger, to tow Schultz' and Phares' cars back to town.

Another issue of the MAGAZINE is going to press and still Dockmaster Arnold hasn't caught a fish.

Harry R. Coss, yard brakeman, Toledo terminals, died on September 27. Mr. Coss entered the service at Toledo on June 30, 1915. On September 16, he suffered an attack of spinal meningitis, from which he did not recover. His sudden death was a shock to employees at this point.

Mrs. F. L. Freck, wife of chief clerk, Assistant Agent's Office, reports that Fred hasn't had a good night's sleep since he got his Cleveland 6. She states that he tosses all night long and that occasionally he grabs the head of the bed, believing it to be the steering wheel. What she can't understand is why he kept saying "whoa" for the first few days that he had the machine.

But that doesn't make a difference
To the girl whom you adore.

May your life be full of sunshine
As the days go flitting by,
And when the clouds look blackest—
Turn to wifey—she will try—

To change the clouds to sunshine
And blot out the deepest gloom,
And help you to remember—
You've met a happy doom.

Just a token of remembrance
Something we can all partake.
(Now, don't forget to give us
A piece of wedding cake).

Miss Gertrude Hutzell, together with other Baltimore and Ohio beauties, has just returned from a pleasant vacation trip through the Yellowstone National Park. Gertrude thinks she'd like to go back. Why, Gertrude? What was the big attraction? You get nice boxes of candy here.

Joe: What is the correct pronunciation of your name, Boorum or Broom?
Boorum: Bar room.

Cupid has just informed me of another sparkler given by one of our number. Oh, boy—more candy and cigars! Now, Jack, please don't make us wait until next May or June for these sweets.

Miss Mary Blandford was called to Louisville, Kentucky, on account of the death of her father on September 22.

L. S. Risley, aged 67 years, passed away on October 8, after an illness of about two months. Mr. Risley was employed, at the time of his death, in the office of the Division Accountant, Dayton, Ohio, where he was held in high esteem by his co-workers. Previous to this he was employed as an operator at North Dayton and had been in the service of the railroad for a number of years.

Lima

Assistant Correspondent, RAY GARRIGUS

Miss Katherine Fitzgerald, stenographer in General Foreman O'Brien's office, has returned from a visit to New York City and Baltimore.

It is with deep regret that we note the death of Mr. W. Kennedy, brother of "Pat" Kennedy, car inspector at Lima Depot. We extend our sincere sympathy.

Have you noticed the spik and span condition of the yards lately? We congratulate Mr. Bowdle and his loyal little group of laborers. Let's make Lima shops a model of cleanliness.

We would like to have every reader visit the best little casting room on the Baltimore and Ohio. Storekeeper T. E. Britt has certainly worked wonders at Lima. In former times the freight yard casting building and bolt room were in different buildings. Now the two have been combined. The present building is 200 feet long and 50 feet wide. The smaller castings are arranged along the walls in bins, freight and passenger material being kept separate and these sub-divided into cast, wrought, malleable, etc. All castings are arranged in numerical order and each bin is stenciled. It is an arrangement that saves much time, and anyone, even though not familiar with this material, could get any desired piece in quick order. The bolt room occupies the north quarter of the building. All bolts are piled neatly in bins in order of their size, and best of all, they are kept that way.

Storekeeper Britt has every right to be proud of his casting room, and he extends a cordial welcome to all visitors.

The following classic, "In memory of 'Spike'," was contributed by a very good

friend of Mr. Hennesy, who, for various reasons, has requested me not to give his name. The reasons follow.

In Memory of 'Spike'

'Spike' Hennesy, boss of Section number 10, was sitting in place on the front end of a hand car in an attitude of grace. He had just remarked to "Clancy" as he gazed along the track, that he would hand him his identity if he did not bend his back. The hand car was moving swiftly, they were going out of town. The high ridges and low centers kept them bobbing up and down.

"Clancy" grew indignant and was going to answer back, when they struck a broken rail and the handcar jumped the track. The foreman turned a flipflop and landed on his ear; the spike mauls and claw bars were scattered far and near. The water keg was balanced on the bridge of Murphy's nose, and Baker had the oil can on his ear when he arose. The monkey wrench hit Brennan in the middle of the back, while little "Patty" Murphy looped the loop a-down the track. The contents of the dinner pails were scattered on the dirt and the coffee pot was hanging on the tail of Jennings' shirt.

"After they had cleared the wreckage and found that none was dead, the foreman wrote a letter to the road master which read: 'Hand car number 63 jumped off the track today, but not a man was injured, I do regret to say. I will need another hand car, likewise another crew, for the shiftless bunch of turners I am sending in to you, are not fit for a position that requires intellect. They have not yet learned to treat their mighty foreman with respect.'"

Dining Car Conductor Beats Train in Air Race

An automobile and an airplane were recently pressed into emergency service by a dining car conductor, W. Shields, on train No. 49 of the Southern Pacific, running from Los Angeles, Cal., to San Francisco, when his train left him at Fresno. A chase of two miles in an automobile was a failure, and Shields, seeing an airplane preparing to ascend from a nearby field, hurried over and explained his predicament to the pilot. The race ended at Chawehilla, where the train stopped, and Shields climbed aboard.

A Dancer

She swirled on a stuffy dance floor, though she should have bloomed on a tree.
Under the moon and the soft cool wind that woos so tenderly;
And "I'm having a lovely time," she said;
"oh, dancing's a lot of fun—"
She, who was like an apple tree under the soft spring sun.

And an angular chap, with a pasty face fit only for growing hair,
Held her and twirled her around and about till pleasure became a care;
"I'm having a lot of fun," she thought, though she yawned to hide a sigh,
She, who was sweeter than lilac blooms under an April sky.

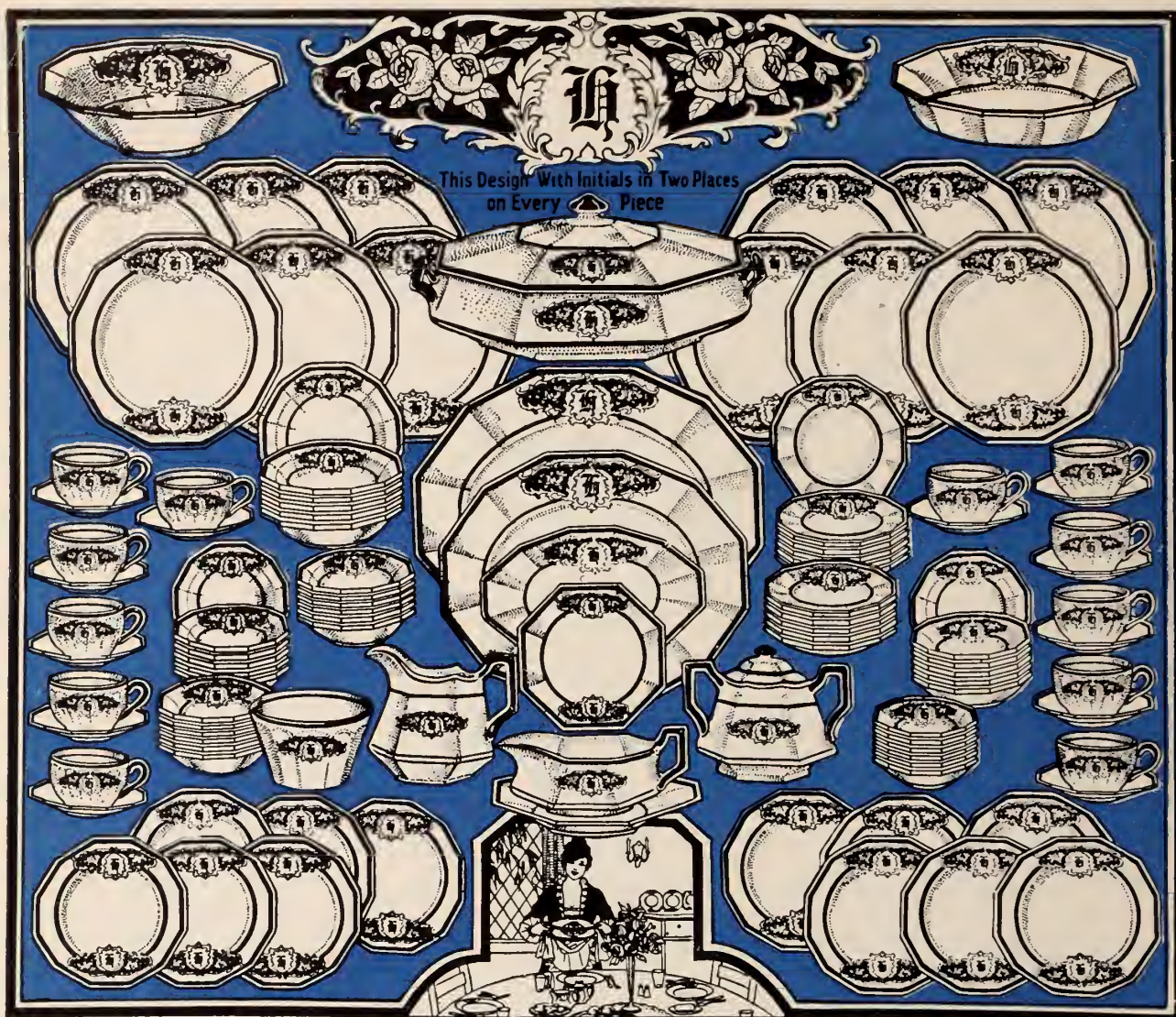
—H. P. L., in the New York Evening Post.



Slim: How come you don't like duck shooting?
Smoke: 'Cause crap shooting's ma hobby!



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12 Individual Bread and Butter Plates, 6 1/2 inches
 1 Platter, 13 1/2 inches
 1 Platter, 11 1/2 inches
 1 Celery Dish, 8 1/2 inches

1 Sauce Boat Tray, 7 1/2 inches
 1 Butter Plate, 6 inches
 1 Vegetable Dish, 10 1/2 inches with lid (2 pieces)
 1 Deep Bowl, 8 1/2 inches

1 Oval Baker, 9 inches
 1 Small Deep Bowl, 6 inches
 1 Gravy Boat, 7 1/2 inches
 1 Creamer
 1 Sugar Bowl with cover (2 pieces)

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and

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Most Prosperous and

Most Friendly Year

in the long and honorable history of
the Railroad

The Magazine Staff.



Diplomacy

Mrs. Casey (sitting up in bed): "Moike, did yez put out that cat?"

Mr. Casey: "Oi did."

Mrs. Casey: "Oi don't belave it."

Mr. Casey: "Well, if yez think Oi'm a liar, get up and put 'er out yourself."

—Anode.

A Psychic Problem

Two powerful colored stevedores, who had had some sort of falling out, were engaged in unloading a vessel at a St. Louis dock. Uncomplimentary remarks and warnings of intended violence were exchanged whenever the two passed each other with their trucks.

"You jest keep on pesticat'ing around wid me," declared one of the men, "an' you gwine be able to settle a mighty big question for de sciumtific folks!"

"What question dat?" asked the other.

"Kin de dead speak."—Harper's.

Department Store Specials

Why, Hello, Pat, I hear you lost your job in the Department store.

Oh, yes, I got fired.

You got fired? How did that happen?

Oh, I just took a sign from a lady's shirt waist and put it on a bath tub.

And you got fired for that? Well, tell me what the sign read.

It said, "How would you like to see your best girl in this for \$2.75?"

—Keeping in Touch.

She was a bride of less than a year, but she had her troubles, and naturally made a confidante of her mother.

"My dear child," said the mother, "If you would have neither eyes nor ears, when your husband comes home from the club, you might be happier."

"Perhaps so," answered the young wife, with an air of weariness: "but what am I to do with my nose?"

—Exchange.

Etiquette

Sam (to wife at show): Mandy, tell dat niggah to take his hand away f'om aroun' yo' waist.

Mandy: Tell him yo'self. He's a puffict stranga to me.—Brown Bull.

School teacher (to little boy):

"If a farmer raises 3,700 bushels of wheat and sells it for \$2.50 per bushel, what will he get?"

Little Boy: "An automobile."

—Western Christian Advocate (Cincinnati).

Safety First

That President Harding, normal as he may be, is an extremely cautious man is, it seems to us, indicated beyond all doubt by snap-shots of him at Point Pleasant, showing that he wears both belt and suspenders.

—Ax-I-Dent-Ax.

Dedicated to Little Brothers

John asked Mary for a walk,

He said they'd gather flowers.

Mary's little brother came tagging along,

And so—they gathered flowers.

—Brown Bulletin.

\$1 Starts You for the Winter With Three Warm Union Suits

Nothing helps so much to protect a man from cold winter winds and drafts as warm, snug-fitting, heavy union underwear. Here is a remarkable opportunity to protect your health and make yourself warm and comfortable for the balance of the winter at very small expense.

The splendid union suits in this offer are woven on Genuine Spring Needle Machines of heavy, selected yarns in the natural wool colors. They are soft and pleasant to the skin; no scratching or irritation. Made with flat locked seams, reinforced shoulders straps, specially knitted, shape-retaining wristlets and anklets, and pearl buttons. Their splendid quality, fit and finish assure long and satisfactory wear. This special offer now enables you to get

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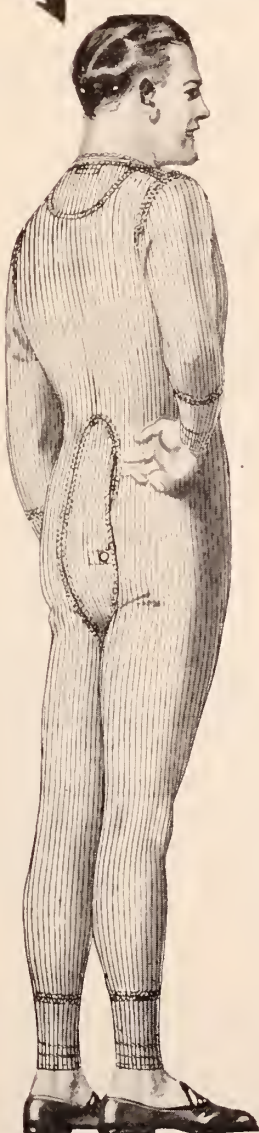
If you have priced union suits of similar quality in retail stores you know that they have been selling for \$5 and more. Even at the somewhat lower prices now prevailing you would have to pay more for only two similar union suits, than you would pay us for **three**—and you would have to pay cash. Our offer saves you money, gives you immediate warmth and comfort at an outlay of only \$1.00 and you have six months in which to pay the small balance. Don't put it off—

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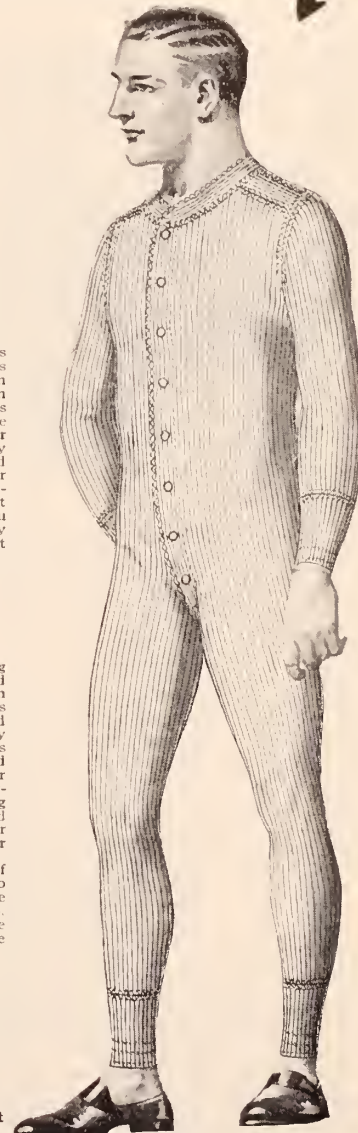
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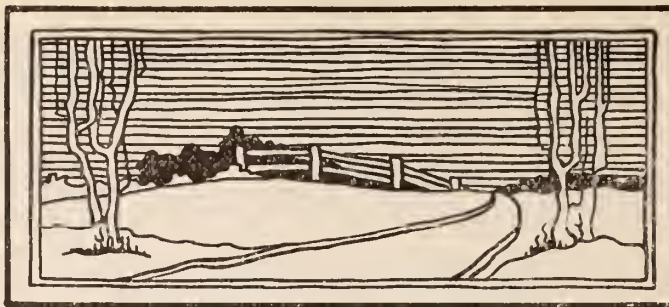


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Front View

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19

Christmas

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Volume 9

Baltimore, Maryland

Number 8

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

The Reader and Advertising

Circulation of the Baltimore and Ohio Magazine is over 39,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



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Don't Stop

If you stop to find out what your wages will be

And how they will clothe and feed you,
Willie, my son, don't you go on the sea,
For the sea will never need you.

If you ask for the reason of every command

And argue with people about you,
Willie, my son, don't you go on the land,
For the land will do better without you.
If you stop to consider the work you have done

And to boast what your labor is worth dear,

Angels may come for you, Willie, my son
But you'll never be wanted on earth dear!—*Rudyard Kipling.*

A California Maid

A lady stopping at a hotel on the Pacific coast rang the bell the first morning of her arrival, and was very much surprised when a Japanese boy opened the door and came in.

"I pushed the button three times for a maid," she said sternly, as she dived under the covers.

"Yes," the little fellow replied, "me she."—*San Francisco Chronicle.*

Magistrate: What is the charge?

Policeman: Intoxication, your honor.

Magistrate (to prisoner): What's your name?

Prisoner: Gunn, sir.

Magistrate: Well, Gunn, I'll discharge you this time, but you mustn't get loaded again.—*London Tid-Bits.*

A St. Paul man was fishing in Lake Traverse recently. He caught a great northern pike, the biggest he had ever landed in his long and busy life. He was elated. He was crazed with joy, and he telegraphed his wife: "I've got one. Weighs seven pounds and is a beauty." The following is the reply he got: "So have I. Weighs 10 pounds. Not a beauty—looks like you, come home."—*Exchange.*

A boy went into a butcher shop looking for work. The following conversation took place.

Boy: "How much will you pay?"

Butcher: "Three dollars a week. But can you make yourself useful around a shop?"

Boy: "Sure."

Butcher: "Can you dress a chicken?"

Boy: "Not on three dollars a week."

—*Kewanee Union.*

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The Age of Sanitation

"Mike, what do ye think o' these new fangled drinkin' cups?"

"Sure, me bye, soon we'll be spittin' on our hands wit an eye dropper."

—*The Goodfellow.*

Raising The Rent

Wife: The Landlord was here today, Pat, and he says he is going to raise the rent.

Pat: Well, begorra, I am glad of that, I have been trying to raise it for a month, but nobody would lend me the money.

—*Exchange.*

Pat: Mike was drowned last night.

Jake: Couldn't he swim?

Pat: Yes, but he was a union man; he swam for eight hours and then he quit.

—*Exchange.*

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7-Window Pass Case, Card Case and Bill Fold

Will show 7 regular size passes, identification cards, and photos, each under a separate transparent celluloid face protecting it from dirt and wear. Also has gusseted pockets for smaller cards and roomy billfold pocket in back. Railroad men tell me it is the handiest thing they ever saw. Over 20,000 of them now being carried.

Your name and address (3 lines) and your emblem or insignia (order, brotherhood, lodge—I have them all) engraved in **23K gold** absolutely free. This work alone is worth \$1.50 of anybody's money.

Case is beautifully made of fine black seal grain genuine leather. Strongly sewed, neat and convenient. Size, 3 1/2 x 4 1/2 inches closed.

Don't send me a single penny in advance. Just send your name and address on the coupon below with the emblem or insignia you want. I will send you this wonderful pass case at once, and when the postman delivers it to you, when you actually have the goods, pay him only \$3.00 and postage. I positively guarantee that if you don't think this is the best buy you ever made, you may return it and I will refund your money immediately. I have been in this business for over 10 years.

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The Complete Plan with Savings Book will be sent you on request.
Send a postcard or telephone St. Paul 3641.

P. S.—Baltimore and Ohio employees are cordially invited to call and ask for our Mr. C. A. Richardson, for 38 years an employee of the Railroad, who will be glad to make them "at home" in our office.

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BALTIMORE, MD.

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Old Santa Claus and the Naughty Boys

By Margaret Talbott Stevens

Old Santa, on a Christmas Eve, first hitched his reindeer to a sleigh,
Then threw his pack upon his back, and soon was driving far away.
The wind was howling through the trees, the snow was falling thick and fast.
"I'll hurry on," quoth good St. Nick, "the winds may blow their loudest blast,
"The snow may fly, Jack Frost may cry, the wind may whistle as it will,
"But down the chimneys I shall go, a million stockings I must fill!"

Now in a town on Santa's route, there lived two naughty little boys,
Who planned a joke on Santa Claus—to take away his dolls and toys.
"Tonight," said they, "we'll have some fun; we'll climb the roof to play this trick,
"We'll hide behind our chimney tall and seize the pack from Old St. Nick.
"Twill be such fun to see him run and drive away in his old sleigh,
"While from his pack we'll help ourselves, and we'll have toys for many a day."

But ah! These boys had never heard that Santa has a magic pack
That opens wide when Santa's near and shuts whene'er he turns his back—
And so they waited half the night; old Jack Frost came up from the vale,
He pinched their toes and bit each nose, their ruddy cheeks grew stiff and pale.
At last the sound of jingling bells came ringing through the frosty night,
And soon good Santa's reindeer stopped upon the housetop, snowy white.

The greedy boys were watching now, they saw the good saint take his pack
And bring it to the chimney top—a load of goodies on his back—
He opened up the treasure bag and drew from it a lot of toys.
Then from behind the chimney tall crept stealthily the naughty boys.
But Santa Claus had seen them first; naught e'er escapes his watchful eye—
"Ah, Boys," he cried, "come help yourselves! Jump down into this sack! Do try!"

The boys could scarce believe their ears, but at his word, into the sack
They jumped, while cunning Santa Claus so quickly laughed and turned his back.
Alas! With click and snap the pack closed tightly o'er each foolish head,
As Santa down the chimneys went with toys for other boys instead.
And then at last he seized the pack and lifted it into his sleigh,
A word to his swift reindeer spoke and o'er the roofs they pranced away.

'Twas Christmas morn. The boys awoke. "Oh, where are we?" they loudly cried,
When right upon the chimney shelf their empty stockings soon they spied.
And on each stocking, pinned with care, a letter from the good St. Nick:
"Dear Boys," it ran, "I took you home. You'd best not try another trick.
"My magic pack will hold you fast and cover up your foolish heads.
"Until you go where you belong—straight back into your little beds."





Lest We Forget



IT was Christmas Eve, 1881. For weeks Jerry Wright, engineer, had been planning his work with the Holiday of holidays in view. It had been a long time since he had been privileged to spend Christmas with his family, but this year the prospects were promising and it was with a feeling of assured anticipation that he picked up his axe and walked up the hill behind his house for the purpose of chopping down the little spruce pine which he had been watching for the past year.

A few years before Jerry had been a young farmer boy, whose father's farm lay along the right of way not far from Martinsburg in the state of West Virginia. In those earlier days Jerry liked the farm, and he liked to attend school during the winter months. But best of all, he liked to listen to the tales that the old Baltimore and Ohio men, whose way took them past his house, told.

These veterans of the rail, some seven or eight of them, often came to the farmhouse on winter nights to help Farmer Wright dispose of his choicest apples and to wash them down with a bit of sweet cider from the barrel in the smokehouse. Several of them had outlived their usefulness as engineers, firemen and trackmen, but they would carry their railroad tales with them until the end of their days. Needless to say, when these yarns were tempered with a glass of cider, they grew to amazing lengths, and each time they were retold they seemed to have some new feature added.

Nevertheless, Jerry was a bright boy and therefore he was able in a measure to separate the wheat of their stories from the chaff. Living near a railroad and having the natu-



Tap, tap, tap. Someone was at the door

rally observant eyes of the average youngster, he knew just about how much to believe and what to reject, and many a hearty laugh had he and his chum, John Davidson, over the peculiar changes in the re-spinning of the yarns. And yet, these held the boy's interest sufficiently to make him long for the opportunity to bid goodby to the farm and to take up railroad work.

The chance came at last. Farmer Wright had a good offer for his place. He decided to sell out and go west

with a brother who was anxious for a partner in the hardware business. Jerry had an opportunity to follow Horace Greeley's advice, too, but he preferred railroading in the East. Jobs on the Road were scarce in those days, but if Jerry had one characteristic it was "stick-to-itiveness," and after a long siege of persistence, he landed a job with a maintenance of way gang.

But Jerry's heart was set on the day when he would be elevated to the right hand side of the engine, and when, with his hand on the throttle, he would be able to guide the progress of the big consolidation engine, and behind her the cars of a crack passenger train. So, when, on the very day that Jerry took up the pick and shovel of the maintenance of way gang, he happened to see going by the master mechanic (who, in those days, had charge of all engine service), he was bold enough to tell him that at first opportunity he would like a job in the train service.

The maintenance of way job held Jerry for only a year. At the end of that period the opportunity came for him to enter train service, and it was with the whole-hearted regret of his comrades of the gang, of the section foreman and of the supervisor, that he laid down the ballast shovel and pick and took up the shovel and firebar of the fireman.

The rules of seniority then were not so binding as they are today, and Jerry's aptitude in his new job, combined with his ability to make steam under any and all conditions, soon came to the favorable attention of the master mechanic, and he found himself in the coveted position on the right hand side of a cab, pulling a local freight.

It was but a few years from that day to the time at which our story begins. Jerry was now the crack engineer of his division, prosperous, proud of his work, and contented; besides, a glimpse from the track as his engine went thundering along beyond the hamlet of Martinsburg, would have disclosed on the hillside about a hundred yards away, an attractive little old-fashioned home, painted white, and glistening in its setting of old trees and the few surrounding acres of pasturage and garden patch. And from here might have been discerned, as Jerry flashed by, the figure of a comely young woman, a little boy tugging at her skirts and a baby on one arm, all waving to the husband and father.

And so, as Jerry climbed the hill to his home on this Christmas Eve, his steps were light, for his thoughts were of tomorrow. This was the first year that little Jerry, Jr., would be old enough to appreciate a Christmas tree and Santa Claus. It would be great to see the little fellow when he delved into his stocking in the morning. And there was the pair of chickens for dinner tomorrow, for Pete Finney and his youngster were coming over to spend the day. Pete's wife had died last winter and he and the boy had had quite a time of it, cooking for themselves and keeping the little house in order. So, after talking it over with his wife, Jerry and she had decided to ask Pete and little Jim to spend Christmas with them.

Jerry found the tree to be larger than he had bargained for, but, as he said to himself, that didn't matter; you can always cut away the lower part of the trunk and trim off the lower branches. So he swung it over his shoulder and walked toward the house. The pine needles brushed against his face, but his heart was so full of thoughts for the morrow that he did not feel them, but unconsciously lifted the burden from one shoulder to the other.

It was dark when he halted at the kitchen door. He set down his precious burden and entered.

"Good night, Daddy," called Jerry Jr., letting go his mother's hand and running to Jerry for his good night kiss.

"Good night, old fellow," said Jerry, giving the youngster a real bear hug, "go to sleep and dream about Santa Claus."

"Yeth Thir, an' will you tell him not to forget my thled?"

"You bet!" said the father, gathering the boy in his arms again and carrying him upstairs to the bedroom, where the little sister was already asleep.

"Did you get the Christmas tree, Jerry?" asked his wife, as she poured the coffee for their supper.

"Look outside the door and see for yourself," replied Jerry, "and if that's not the best looking spruce pine this side of New England, I'll eat it."

"It's a beauty," his wife declared as she closed the door, "and I'm so glad that you will be here until tomorrow afternoon to help us enjoy it."

After supper they pushed aside the dishes, brought in the tree and cut it into size and shape to fit the corner of the cozy little parlor. Then they got out the ornaments, candies and candles with which to trim it. The miniature landscape at its base came in for a share of attention, too, and when the job was finished they were both surprised to hear the kitchen clock striking eleven.

"Come along, Old Lady," said Jerry, teasingly, "bring on your fruit cake and let's celebrate before we go to bed." And Jerry refilled the coffee pot and set it back on the stove.

"Well, of all things!" began the good wife. But remembering how few were the occasions of this kind on which she and Jerry could celebrate together, she opened the door of the old-fashioned sideboard and brought out the tin box from which she lifted the big fruit cake. Jerry brought up the chairs and they sat down.

Tap, tap, tap!

Someone was at the door. Jerry arose and went to see.

"I wonder who that is," said his wife anxiously, "it can't be the caller."

"No, no!" laughed Jerry, pausing as he put his hand on the door knob. "I guess it's old man Stokes. Probably saw our light and thought we might have a bit of egg-nogg on hand. Well, if he can appease his appetite with fruit cake and coffee, he's welcome." He opened the door. Jerry's countenance fell. It was the caller.

"I'm sorry," began the young fellow, scenting the atmosphere of Christmas that hung about the room and noting the disappointment that was plainly written on the faces of Jerry and his wife, "but here's orders for you to take the fast freight out to Keyser tonight. She's been badly delayed by the storm down the valley and you've got to take the place of her regular engineer who's gone west with an extry engine tonight to help pull Number 1 east through the drifts. You'll have to be leavin' now. How're you, Mrs. Wright?"

Jerry's wife turned to her husband. A sigh nearly escaped from her lips and her eyes were moist. But being an

engineer's wife in 1881, she had schooled herself against disappointments like this. She went to get Jerry's overcoat and scarf.

"Too bad you can't wait to get the fruit cake and coffee," was all Mrs. Wright said as she helped her husband into his coat.

"Never mind, Old Girl," said Jerry, "just cut me a hunk and I'll eat it going along." So Mrs. Wright cut two generous slices, one for Jerry and one for the caller.

"I'll be back by day after tomorrow," called Jerry as they left the door, "then we can have another celebration. Don't forget to save me the drumsticks—all four of 'em." And he was off.

Comes Christmas Day, 1921, but not in the little home on the side of the hill, for that has long since been replaced by a large, comfortable house, the home of Jerry, Jr., now with a family of his own. Yes, there is even a grandchild to enjoy the Christmas festival. The gas log burns brightly in the living room. In front of it sits an elderly couple, Old Jerry and his wife. Nearby sits the daughter and son-in-law of Jerry, Jr., teaching their little son Jack to pile up his blocks. Old Jerry's wife, now Greatgrandmother Wright, drew her chair up close to that of her husband.

"Jerry," she said softly, placing her hand in his, "isn't this a wonderful re-union? Just think, there's Jerry, Junior, an engineer just like you were; he's rounding out his twenty-fourth year of service for the Baltimore and Ohio, and every year for the past——"

The door opened and two boys, aged twelve and sixteen, respectively, came bounding in.

"Dad's home!" they shouted. "Hooray! We can all have dinner now. We're nearly starved. He's brought Aunt Bess with him. Hello, there, Grandpa and Grandma!" And soon the family re-union was complete.

Dinner was served in the spacious dining room, and everybody, from Greatgrandpa Wright on down to Baby Jack had a share in the big turkey.

"Don't you have to go back at all today, Jerry?" asked the old man of his son.

"Not on your life," shouted the two boys, "why Dad always spends a part of Christmas Day with us. He always has Christmas dinner with us, and now he's going to be home until tomorrow morning."

"Keep quiet, Boys," said Jerry, Junior, "if you only knew how few Christmases your grandfather spent

at home when he was an engineer, you wouldn't think his was a strange question."

"Honestly," asked Bill, the elder of the two boys, "couldn't you even get home for Christmas dinner?"

"Not if we had the luck to be called out the day before Christmas," declared the old engineer. "You know," he continued, "an engine man's job isn't what it used to be by a long way."

Bill laid down the nutcracker. "Tell us about it," he said. Old Jerry began.

"Forty years ago today your grandmother, with your daddy and your Aunt Bess, then only a baby in arms, spent Christmas alone in the little house on the very site on which this one now stands.

"For the whole week preceding Christmas I had put in upwards of fourteen hours a day on the road, and the Master Mechanic had promised me that because of my extra duty I would certainly be able to spend Christmas day at home. And so I thought up until almost midnight of Christmas Eve.

"Your grandmother and I were having a little snack to eat before bed. There was a sharp rap on the door. It was the caller, and he told me that because of the heavy storm down the valley and the extra work it made for the engines, I would have to leave right away to take the fast freight from Martinsburg to Keyser. It was the first year your daddy was old enough to know what Christmas and Santa Claus meant and it hurt me to leave. But your grandmother knew my duty as well as I did and as she helped me on with my coat, she patted a Godspeed on my back." And he nodded affectionately to the old lady near him, with the great grandson on her lap.

"Engines were not ready for their crews at the terminal in those days, and I had to report to the foreman and then go to the roundhouse to get an engine. The regular engine assigned to me had been put on another train in the emergency and I got one which was not in nearly as good condition as mine. Then I had to take the engine from the roundhouse over to the waiting track, oil her up, put my tools on and go with the conductor to the yard office to get orders. I left our little old home just before midnight and it was well on towards two o'clock when we finally pulled out of Martinsburg yard."

The old engineer sighed as he recalled the event so vividly, then put some fresh tobacco into his pipe and went on:

"I knew as soon as we started that

we were in for a night of it, because, when only a short distance from Martinsburg, we ran into a snow squall swirling down the mountains which soon developed into a driving storm. My engine was working badly and right after our first stop for orders (you know there were no automatic signals then and we had to stop from time to time to get orders to proceed) we felt a sudden jerk, the bell on the engine began to ring and I knew that we had broken in two.

"You see the bell cord from the engine ran over the tops of all the cars to the caboose in those days and as soon as we had a break in two, it jerked the bell cord and started the bell ringing. Then, instead of slowing down, as we would today, I had to keep on moving until I was sure that the conductor and brakeman on the rear end had run out over the cars and set enough brakes to hold the rear end. There was no automatic air and unless the engineer kept the forward part of the train well ahead, there was danger, particularly on a down grade, of the rear end running on and colliding with the front end.

"Leaving the fireman on the engine and walking back a half dozen car lengths, I found the trouble, not in one of the old link and pin couplers, but in an even more antiquated mechanism for coupling the cars. The break came between two cars, and the sill of one was fully a foot higher than the sill of the other. They had been coupled with a chain of three or four links which had parted when the slight jerk came.

"That was the first break of several before we got to Keyser. And how long do you think it took us to make that one hundred and two mile run? All that night and until almost dark of Christmas day!

"You see, besides the handicap of the storm, all our equipment was much inferior to the kind provided on the Railroad today. The engines were small and light. The water capacity of the tenders was small and there was no way of taking water while the train was in motion. Then the handling of the engine was so much harder than it is today. We had to use a lot more sand, particularly on a stormy night, because of the lightness of the engine. There was no power reverse gear, and it often tested an engineer's strength to the limit to handle his reverse. If I had had a full tonnage train of twenty cars on the fast freight that night, I probably never would have gotten to Keyser without help. As it was we had only twelve cars and it was a man's job getting them through.

"When I had turned my engine in at the roundhouse, my first thought was of the quickest way to get back home to have my belated Christmas celebration. But the first train eastward which stopped at Keyser was No. 1, leaving there at 2.05 a. m., and it was well toward noon of the day after Christmas before I reached home to claim my share of what was left of the turkey.

"Today on the Baltimore and Ohio, and on all the railroads, a man in train service must be out of luck indeed, if he cannot arrange in some way to celebrate the day as it should be celebrated, with his family, especially if he is very anxious to do this and has planned, as I had planned, years ago, for the celebration, several days in advance. Forty years ago it was not an uncommon thing for trainmen to be on duty for two days and more at a time. Usually this was in an emergency, but the equipment, track, method of running trains, method of assignments and other things were such that when a trainman left home he could hardly count on getting back at any particular time within the next twenty-four hours. And he might be delayed beyond this to the extent of four or five days."

Then, nodding his head toward the stalwart form of his son, Jerry, Junior, the old engineer said:

"Your daddy remembers many times when he was a boy just like the one I have been telling you about. He got just a taste of the hardships of the old railroad days when he was a youngster firing, so he can appreciate the great advantages of present day railroading as compared with the hardships of the old, and how much it means to an engineer to be able to figure ahead and know just when and how long he is to be on duty. Isn't it so, son?"

"Sure is, Dad," cheerily responded Jerry, Junior, "and it is only one of the many things we have to be thankful for in these modern days."

"Hurrah for Grandpa, I say!" shouted Bill, waving the nutcracker above his head. And the other members of the family joined in the merriment.

"G'andpa," said little Jack, drawing his toy engine by a red string up to Jerry, Junior's chair. "G'andpa, me's goin' to be a nengineer."

Jerry patted the youngster on his head. "I reckon you will be, Sonny," he said, "it's in the blood."





SOME OF THE WHYS AND WHEREFORES OF THE SECTION HANDLING THE MOST INTENSIVE PASSENGER BUSINESS ON OUR SYSTEM
 No. 1. The St. George Terminal for southbound passenger trains. No. 2. A glimpse of the "boardwalk" at Midland Beach. No. 3. Arthur Kill Bridge, over which run all our freight trains in and out of Staten Island. No. 4. A typical station—this one at New Dorp. Note the platform—level with car floors, for quick handling of heavy traffic

Passenger Traffic on Our Staten Island Lines Is the Most Intensive of Any Part of the System

By B. F. Kelly, Trainmaster

IT will undoubtedly be of some interest and a matter of considerable surprise to many of the employees of the Baltimore and Ohio to know of the extent of the passenger business on our Staten Island Lines. Like all other sections near Manhattan Island, the site of New Amsterdam, which has now grown into the great metropolis of New York, Staten Island has, for the last few decades, seen the phenomenal growth of the passenger traffic of the city, and our lines there have been called upon to absorb their share. For instance, during the months of June, July and August of 1921, in addition to the daily traffic of 328 trains, extra passenger trains were run, involving thirty-one crews.

Staten Island (Richmond Borough) is one of the five boroughs composing Greater New York. The population of this borough is about 120,000. The Baltimore and Ohio rail entrance into the island is over the Arthur Kill Bridge, which spans the Kill Von Kull (Staten Island Sound) between the states of New Jersey and New York. The bridge is situated just south of the City of Elizabeth, N. J., and is said to be the second largest drawbridge of its kind in the world. When traffic is normal, an average of thirty freight and coal trains pass over this bridge daily, moving approximately 1200 cars east and west between Cranford Junction, Arlington and St. George. The bridge is shown in the accompanying group of pictures.

There are six ferries running between Staten Island and the following points:

Port Richmond and Bayonne, N. J.
Linoleumville and Carteret, N. J.
Port Ivory and Elizabeth, N. J.
Tottenville and Perth Amboy, N. J.
St. George and Manhattan, N. Y. City.

St. George and Brooklyn, N. Y.
At least sixty-five per cent. of the passengers using these ferries patronize the Staten Island Lines instead of connecting electric lines, the steam lines being quicker, more comfortable and more regularly on time. Five boats of the Richmond type as shown in the accompanying group, owned by New York City and each having

a capacity of 3,000, are operated, in addition to two others of a small design. The Municipal Ferry alone on each Sunday and holiday during the months of June, July and August, weather permitting, carried approximately 65,000 passengers from New York to St. George, and a like number from St. George to New York. The St. George Terminal for our trains is here illustrated. St. George is the main landing place of the ferry lines, and is the principal terminal station for trains to all parts of the Island.

South Beach

South Beach, terminal of our East Shore Division, is noted for its fine bathing and amusements, its excellent boating and fishing. This beach is situated on the southeast shore of the Island, bordering on the Atlantic Ocean.

On Sundays and holidays during the summer of 1921, the Staten Island Lines carried to and from this beach approximately 40,000 passengers without delay, congestion or accident.

Midland Beach

Midland Beach is situated one mile south of South Beach and is reached by trolley from South Beach depot. The beach has the customary resort attractions, with band concerts, dancing and roller skating, as well as its fine bathing. Between South Beach

and Midland Beaches, large bungalow colonies are maintained along the ocean front from May until September, the residents of which number thousands.

On Sundays and holidays during the summer months the local lovers of outdoor recreation also go to Grant City, New Dorp and Great Kills, there being in these localities ample room for baseball, golf and tennis. For those who enjoy fishing the year around Great Kills is the happy hunting ground.

The Staten Island Lines parallel the water front on the east and north shores of the Island, from South Beach to Port Ivory, and from Clifton to Tottenville, on the south shore, but more inland.

On many of the Sundays and holidays during July and August, in order properly to handle the passenger traffic between St. George and South Beach, trains were run in each direction under a six minute headway.

To give one a fair idea of the number of passenger trains run, cars hauled and passengers carried on this property beginning with July 3 of this year and on every Sunday and holiday thereafter, ending August 28, the table at the top of the next column is shown. Each year Staten Island is a more popular playground for New York's millions.

Safety Record for Staten Island Lines a Marvellous Achievement

The Staten Island Railway between Clifton and Tottenville has been in existence since 1860, and the Staten Island Rapid Transit Railway from South Beach to Arlington, since 1888. Both of these lines are now owned and operated by the Baltimore and Ohio Railroad.

During the whole time these railroads have been in operation, approximately 3,369,400 passenger trains have been operated, and not a single passenger has been killed.

There has never been a passenger train accident in which a passenger was injured and died from the result of such injury.

The large number of passengers carried is shown by the following:

1916.....	9,144,157
1917.....	8,454,202
1918.....	9,269,902
1919.....	10,204,511
1920.....	13,011,958



SCENES ON OUR STATEN ISLAND LINES

No. 1. A typical Staten Island train at St. George Terminal. No. 2. The broad and alluring ocean front at South Beach. No. 3. The big freight yard at Arlington. No. 4. In the wake of the ferryboat leaving Tottenville, S. I.



THE MANHATTAN

One of the five municipal (New York) ferryboats plying between the Battery, N. Y., and St. George, Staten Island

DATE	TRAINS	CARS	PASSEN- GERS (EST.)
July 3, 1921.....	393	1965	78,600
July 4, 1921.....	403	2015	80,600
July 10, 1921.....	391	1955	78,200
July 17, 1921.....	397	1985	79,400
July 24, 1921.....	405	2025	81,000
July 31, 1921.....	404	2020	80,800
August 7, 1921.....	377	1885	76,400
August 14, 1921.....	364	1820	72,800
August 21, 1921.....	380	1900	76,000
August 28, 1921.....	332	1660	66,400

		PFR CENT.
Total trains run.....	31,556	
Total trains late.....	565	1.79
Late account New York boat.....	296	.94
Late account railroad.....	269	.85
Missed New York boat.....	67	.21
Missed Perth Amboy boat.....	53	.16
Total railroad operation on time.....	31,287	99.116

This, it will be seen from the following, is slightly better than the passenger train performance for the year 1920:

		PER CENT.
Total trains run.....	114,243	
Total trains late.....	3,094	2.70
Late account New York boat.....	1,850	1.61
Late account railroad.....	1,244	1.08
Missed New York boat.....	538	.47
Missed Perth Amboy boat.....	610	.59
Total railroad operation on time.....	112,999	98.91

Efficiency in all things, the pride which our employes take in their work, and the fact that we are con-

A picture of our ferry terminal at Tottenville, where connection is made by ferry to Perth Amboy, N. J., is shown in the illustration. This ferry is owned and operated by the Staten Island Lines of the Baltimore and Ohio. During July and August, 1921, these being the two hottest months, approximately 203,500 passengers were carried, in addition to 77,994 vehicles. On August 21, the banner day, there were 3,800 passengers and 2021 vehicles carried over this ferry.

During the year 1920, the Municipal Ferry carried between the Boroughs of Manhattan and Richmond (New York City) 20,504,749 passengers, and 596,103 vehicles. For this year the figures were much larger, suggesting that Staten Island is the coming borough of the Greater City of New York.

The City of New York has about completed the construction of eleven large steamship piers between Tompkinsville and Clifton, all of which will be served by the Staten Island Lines of the Baltimore and Ohio.

If plans do not fail, Staten Island will, within the next five years, be connected by tubes with the Borough of Brooklyn, thereby establishing direct rail service to all parts of the Greater City. With this accomplished the growth and prosperity of Staten Island will be difficult to predict.

Remarkable "On Time" Record

Our passenger train performance for June, July and August, 1921, is a remarkable one, and, considering the number of trains operated and the density of the business, it sets a high standard for the system, viz:

stantly preaching the gospel of safety, enabled us to go through not only the summer months of 1921, but the entire year of 1920 without loss of life or train accident.

Our Future on Staten Island

Mention has been made above of the enormous new pier development, eleven steel piers to accomodate the largest ships, now under completion by New York City on Staten Island. If all of the employes of our Railroad could see this development, and could realize, as few people can, the dominant place which New York has in the industrial and commercial life of the nation, as well as the greater and greater congestion of the even large water front facilities of this port, they would immediately appreciate the unusually fine opportunity for the growth of our System's traffic, in and out of Staten Island. It is the hope and belief of the employes and officers here that our local territory has practically unlimited possibilities for the up-building and strengthening of the Company's business. And we are all working toward that end.

J. J. Herlihy, Master Mechanic, Illinois Division

On November 15, J. J. Herlihy was appointed division master mechanic of the Illinois Division, headquarters Washington, Ind., vice C. M. Newman, promoted.



GROUP OF OFFICERS, STATEN ISLAND LINES

Left to right, top row: John D. Gibb, trainmaster; Floyd Van Name, trainmaster; W. A. Deems, master mechanic; Jas. A. McCaffrey, road foreman of engines; B. F. Kelly, trainmaster. Standing on top of steps: A. J. Conley, road foreman of engines. Below Mr. Conley: W. J. Ivers, division car accountant. Bottom row: J. F. McGowan, division operator; E. E. McKinley, trainmaster; E. A. English, marine supervisor; E. J. Hamner, superintendent; J. L. Suesserott, division engineer; A. L. Mickelsen, assistant terminal agent

Every Employe an Inspector

Think and Act to Prevent Loss and Damage!

ONCE upon a time a railroad man boarded a train for the West. At a certain station along the way there passed a freight train. Glancing from his window, he espied a box car whose door was partly open, exposing a number of bags of flour bearing the name of a well-known milling company. He shrugged his shoulders.

"Carelessness, dumb carelessness!" he said as the train moved on and he turned again to his newspaper; "Men are paid to look after that sort of thing. That's the way the railroads lose money." Then he shrugged his shoulders and turned to the editorial page, proceeding to forget the box car, its contents and all connected therewith.

Several weeks later he happened to be in the office of a department which handles claims for loss and damage. Two of the men were discussing a claim for loss of flour in transit. They mentioned the name of the company making the claim. It was then that our friend recalled what he had seen from the train window. He thought of what he might have saved had he reported the incident

at once instead of laying the blame on somebody else. **But he thought too late!**

On August 15, this year, the Baltimore and Ohio launched a campaign known as the THINK AND ACT DRIVE. Had our friend of the preceding story realized in time what it meant to the Railroad to have a car door open and contents exposed, he would have become a member of the Think and Act Club immediately. Let us see what a little thought and action on his part might have accomplished:

First: it would have saved the Railroad a claim.

Second: he would have been listed as a careful observer, an interested employe.

Third: if he had read the little yellow booklet that tells all about the Drive, he would have already had a big idea of the enormous waste on the Railroad each year through oversights like the one described, and he would have been on the alert for any irregularity that might have occurred.

Keep Your Own Record

On the front of this little booklet which is available to all employes, there is the design representing a drive wheel, marked off in sections of various sizes to show the respective causes of loss and damage claims during the first five months of the year. Along with the booklet is a "work sheet", devised for the purpose of enlisting individual interest in the careful performance of work and in the observation and correction of the faults of others.

"Particular conditions," says this leaflet, "and kind of work involve the principal risks, which risks may be avoided if thought and action are brought to bear. Each employe can in some way contribute to raising the standard of service, which is positive prevention against loss and damage."

The record, blanks for which are arranged in columns A, B, C and D, to designate the numbers

and descriptions of "wrongs," risks, conditions, violations, or failures discovered, may be conveniently kept by tally in respective columns. At the end of the month the tallies may be erased and the total figures set in.

Now to explain by illustration:

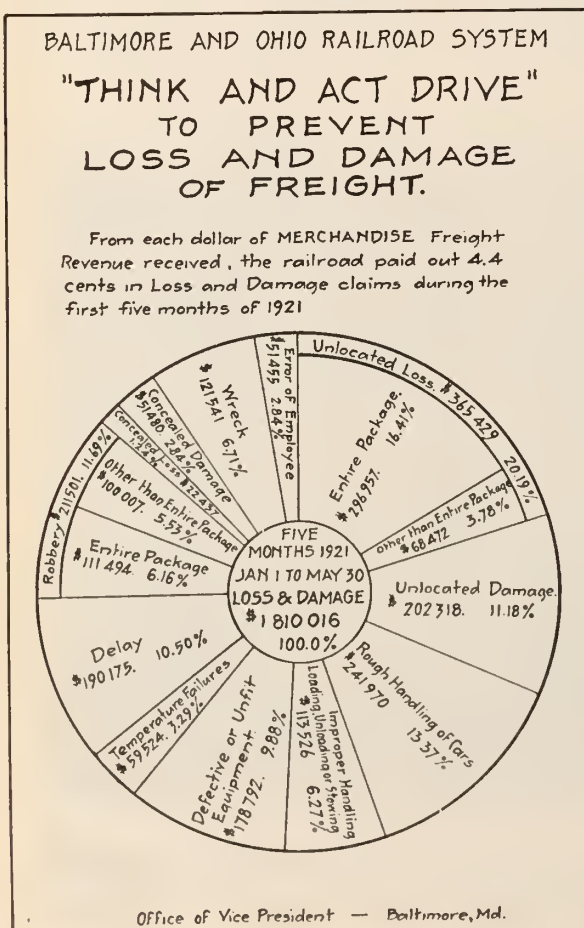
Do It This Way

Assuming that a superintendent or other officer on visiting a freight station observes a barrel of liquid leaking, or a barrel of sugar with its head broken in or knocked out—he immediately calls it to somebody's attention, the barrel is repaired or its contents transferred. He has made a correction. There are thousands of observations of this character made by employes each day, which, if corrected, would mean a big saving for the Railroad. A number of these are being corrected and reported, but there are many which are not. This Think and Act Drive is being effected for the purpose of helping employes to think and act in just such cases as these. Everybody can help. Oftimes the checker or tallyman thinks that he has checked up everything, when there is really something that he has overlooked. Human errors are always happening. The accountant may make a mistake that is caught up by an ordinary clerk. This does not signify that the accountant is less competent because the error has been found. It simply means that the man who has discovered it has made a correction and will be credited for it.

Fourth: our friend would have known that this drive is different from any other campaign that we have launched. Like the Safety drives and No-Accident Campaigns, it includes every employe, but unlike these, it prevents the causes for the claims which it seeks to eliminate before it is too late. If an accident occurs in which a man's leg is crushed, he is taken to a hospital, given good treatment, possibly a wooden leg, and otherwise made comfortable. But accidents happen so suddenly that once they have started it is impossible to stop them; the man's foot could not have been saved. But the carload of flour could have been saved had our friend done a little timely thinking.

Not a Campaign of Criticism

Fifth: he would have understood that the management of the Baltimore and Ohio realizes that men are human and that nobody is perfect. *This drive is not one of fault finding from a personal standpoint, but a campaign of helpful, constructive criticism.* It is based only upon observation and correction, and from



these two points derives its name—Think and Act. It is a practical plan that lends itself to being handled by everybody on the Railroad, no matter what his department and division. Wherever a condition may be corrected or improved upon, the employe has an opportunity to think and act. Moreover, the employe has the authority to take the time from his work that is necessary to report an irregularity. For example, if a trackman sees something wrong about a passing train, he is justified in taking the time from his work to report

pany's address on it, it comes back to that firm in Baltimore. Meanwhile, in Cumberland we are short a package; we cannot prove delivery; therefore, unless the package is discovered at Henry Blank's and the error corrected, we pay the claim for the loss of the package.

The results of the Think and Act Drive which are reported are compiled in a weekly report. This record is showing some fine results. The report for the week ending October 1 shows the following corrections made:

Failure to check articles against shipping orders.....	129
Two or more names of consignees or destinations on packages.....	1669
Failure to use ballot.....	75
Ballots not verified promptly as loading progresses.....	64
Failure to locate packages erroneously loaded and move to proper cars.....	43
Carelessly checking articles against shipping orders when freight is loaded.....	32
Callers failing to call all marks or packages.....	60
Truckers moving truck loads without ballots.....	66
Truckers' failure to examine ballot for spot or block numbers.....	201
Seals not locked, failure to test.....	40
Failure to take seal record after seals are applied.....	12
Failure to revise waybills against shipping orders.....	26
Lack of positive method for correct pouching address and dispatch of waybills.....	45
Failure to make over and astray bills for freight checking over.....	201
Moving local cars without waybills.....	10
Local conductors' failure to check article against waybills.....	8
Local conductors' failure to make slips and give to agents for packages carried past and unloaded at stations to be returned.....	4
Local conductors' failing to respect sealing instruction.....	17
Local conductors' picking up shipments without bills of agency stations.....	6
Local agents' failure to check freight with conductor at time of unloading.....	7
Local agents' failure to protect freight in cars set off by locks or seals.....	2
Local agents' failure to present and check freight when delivered to consignee or drayman and obtain receipt.....	5

it. The idea is not to censure a person for carelessness without a cause, but to bring it to his attention through correcting it before it has gone too far.

One of the big causes for loss and damage claims is the mishandling of package freight. A campaign for the proper packing and marking of freight of this class has been in progress for several years, but the recent progress that has been made in this direction further emphasizes the results which appear on the periodical reports of which we shall speak presently.

Let us consider an example of how a package may be lost enroute. The Henry Blank Company, Baltimore, receives an order for material from William Smith, Cumberland. Henry Blank must send to New York for the goods. When the package is received from New York, Henry Blank's shipping clerk marks it out to William Smith, but in thus consigning it, fails to erase the original address to Henry Blank Company, nor does he change it (a simple method of procedure) to read "From Henry Blank Company." Now it so happens that this package is loaded into the wrong car and goes to Philadelphia; having Henry Blank Com-

If this number of corrections was made, how many others must have gone by unnoticed? Our claims are still high. There is always a chance for somebody to discover something. Let each employe consider himself an inspector and help to reduce the great number of claims for loss and damage that annually eat great holes into the Railroad's revenue. There is no loss more discouraging than that from poor handling of freight. There is no phase of our work which can increase our prosperity for 1922 as much as a concerted and effective drive against it.

Legend of the Christmas Tree

THE origin of the Christmas tree is lost far back in the dim shadows of antiquity. Very early records claim that the lighted and decorated tree was used in celebrating the feasts of heathen gods, and the custom was later adopted by Christendom.

The early Greeks called Christmas the "Feast of Lights," and there is a Hebrew feast of the same name, to which we may trace the idea of illumination at Christmas.

St. Boniface, an early missionary to the Germans, is the hero of one

narrative explaining the Christmas tree's origin. It is said that when he went into Germany to destroy the people's worship of the Druids or forest gods, he hewed down an ancient oak, long an object of worship, and there instantly sprang up in its place a strong fir tree. Addressing the group of newly converted Christians, St. Boniface said:

"This little tree, a young child of the forest, shall be your holy tree tonight. It is the wood of peace, for your homes are built of fir. It is the sign of an endless life, for its leaves are ever green. See how it points upward to heaven. Let this be called the tree of the Christ Child. Gather about it, not in the forest, but in your own homes. There it will shelter, not deeds of blood, but loving gifts and rites of kindness."

In Charles Dickens' famous vision of the Christmas tree there is a message for all the tree's lovers that will bear repeating year after year.

"Now the tree is decorated with bright merriment and song and cheerfulness. And they are welcome. Innocent and welcome be they ever held beneath the branches of the Christmas tree, which cast no gloomy shadow! I hear a whisper going through the leaves: 'This, in commemoration of the law of love and kindness, mercy and compassion. This, in remembrance of Me!'"—

Consolidated Mutual Magazine.

Freight Cars

By Thelma Stillson

(In Metropolitan Magazine)

All day long the cars go by
'Neath the sleepy autumn sky;
Frisco, L. & N., they say,
B. & O., and Santa Fe.

Rumble, grumble, clash and clank,
Creeping past the water tank,
Grim and dusty, car by car,
What a sorry lot they are!

Yet they carry wondrous things—
Stoves and bricks and coal and springs;
Garden bulbs and tires and chains,
Tractors for the Western plains;

Marble for the carver's tool,
Books to study in a school,
Dainty things from Spain and France,
Little slippers for a dance.

All day long the cars go by
'Neath the sleepy autumn sky,
But the open swinging door
Seems a gaping mouth no more:

It's an eye that twinkles—so—
"How much more than you I know!
While you stop and work all day,
I'm forever on my way!

"Always onward, leisurely,
All the world is mine to see;
Town and mountain, sea and pond,
Earth's eternal vagabond."



CABOOSE C-1386

No. 1. Its cushioned seats, lamp, etc. No. 2. The "rear end" with clean curtained windows and substantial stove. No. 3. Another view of the "rear end" showing a bit of the art gallery. Note the "no spitting" sign. No. 4. A corner constantly inviting to get and keep clean. No. 5. The prize housekeepers themselves, Conductor McMakin on the platform, Brakeman Fisher below

"Home Sweet Home" Has Nothing on "Cab C-1386"

Conductor McMakin and Flagman Fisher Are Prize Housekeepers

THE "G. M." opened the door of the caboose, stepped inside, and, with one sweep of his eyes, got a picture of the interior. Then he turned to the general superintendent who accompanied him.

"Whew," he said, "guess I'd better step outside again and clean off my shoes." And he suited his action to the word.

It was Caboose C-1386, assigned to Conductor J. W. McMakin and Flagman Fisher, and it is the pride of the Cumberland Division. The pictures in the accompanying group tell the story better than words can.

It is probably not known to most of the readers of the MAGAZINE that the caboose, unlike engines and cars, is the only kind of rolling stock on the railroad which is not pooled. Caboosees are assigned to regular crews, and it depends upon the interest which the crews take in them whether they shall approach the cleanness, comfort and attractiveness of C-1386, or be just ordinary caboosees.

McMakin and Fisher have had this caboose for a number of years and have neglected no opportunity to fit it up to the taste of—shall we say—the "G. M." himself. Lavatory and other toilet fixtures, closets, stove, lamps, bunks, cushions, carpets, brass rails and other fittings, all these have been picked up from time to time, and installed with care and good taste, so that now the caboose is just as comfortable and attractive as the living room in the cosiest cottage on the railroad. And the walls are a veritable art gallery, with the pictures of famous Americans, Railroad officers, landscapes and the like, all neatly framed and attractively hung.

Not having met either Conductor McMakin or Flagman Fisher, I wondered, when the story of their prize caboose was told me, just what sort of fellows they were; what they looked like, and if their personal appearance was as neat as is that of the interior of their Railroad home. Then the pictures came and you can see from the one in the group that in this case as well as in others, "handsome is as handsome does."

Conductor McMakin entered the service as a brakeman on May 19, 1891, was promoted to conductor in 1900 and has served in that capacity ever since. On October 30, 1915, he

discovered nine inches of rail broken off on the high side of curve of west-bound track on the Deer Park grade, flagged down No. 1, which was approaching, and called trackmen for repairs. Flagman Fisher was born in 1881 and entered the service of the Baltimore and Ohio as a brakeman on the Cumberland Division in 1899. He served in various capacities on this division and at Baltimore until October 2, 1911, when he was made extra freight conductor on the Cumberland Division, which position he still holds.

The mark of a man's respect for cleanness and orderliness shows in all that he is and does. If he comes to work in the morning unshaven, unkempt and slovenly looking, chances

are ten to one that his work has the same characteristics. But if he is neat and clean, his work *may be depended upon* to be the same. And by the same token the Railroad—its cars, engines, stations, warehouses, offices and the property in general, will reflect to a large degree the belief which those in charge of these places have in the importance of "good housekeeping" and all that it means.

The Management of the Baltimore and Ohio believes unqualifiedly in the virtue of "good housekeeping," not only in the appearance of the property but in the appearance of the personnel. And it appreciates everything that our employes will do to "pick up" and "clean up" everywhere and at all times on the property. Public opinion counts a great deal in helping us to prosperity. If we look orderly, systematic, clean and careful, we will inspire respect and confidence, and business in abundance will be trusted to us to handle.

Miss Mabel T. Gessner—the First Woman Passenger Representative

OUR employes in and around Baltimore are well aware of the fact that the Baltimore and Ohio put into the traffic field on December 1, the first woman passenger representative. For Miss Mabel T. Gessner, the incumbent of this position, has been featured in no less than four editions of the Baltimore papers, in at least three of which a most attractive picture of her has also appeared.

As is not unusual with newspapers, the stories concerning the new appointment were quite incorrect in some respects. Miss Gessner was described as being a sort of a glorified chaperone, whose business it would be to see that young ladies in the boarding and finishing schools and colleges succeeded in making their way from their homes to the seats of learning, and back again, on our trains, without creating too much interest and curiosity among the sterner sex. Such, however, will not be Miss Gessner's work. She will do exactly the same kind of work as do our other passenger representative, except that her work will be principally among prospective women passengers of the Railroad.

Miss Gessner entered Baltimore and Ohio service in 1905 as a clerk in the Car Service Department, soon after she came to Baltimore from her birthplace in Mount Vernon, Ohio. In 1912 she was transferred to the office of J. C. McCahan, Jr., then

supervisor of mail traffic, later becoming assistant chief clerk in that office. In 1919 she became secretary to J. T. Broderick, superintendent of safety, and continued in this work until her appointment as passenger representative.

Besides demonstrating her ability in the various positions which she has held, Miss Gessner has also taken an active part in outside activities affecting the interests of the Railroad. She was vice president of the Bando Club and as such was largely responsible for the success of that organization in its participation with the Baltimore and Ohio Glee Club and the Orchestra, when the splendid performances of Pinafore and The Mikado were given in Baltimore and Cumberland.

Her help in the several concerts of the Glee Club and in other social affairs arranged by our employes are well known. It is apparent that her ability along these lines will be of considerable value to her in her new work.

The appointment of Miss Gessner as representative in the Passenger Department was made only after mature deliberation by the officers of the Traffic Department. It was rightly felt that there are many situations in which a woman representative can be considerably more effective than can a man. Miss Gessner has already started the new work and her enthusiasm for it and

her belief in its possibilities indicate that The Baltimore and Ohio will henceforth have the pleasure of serving an increasingly large number of women patrons on its trains.

Harry M. Jouver, General Freight and Passenger Agent, Baltimore and Ohio Chicago Terminal Railroad

NO appointment ever made in the Chicago District caused more satisfaction than the promotion to full title and authority of Harry M. Jouver, made general freight and passenger agent of the Baltimore and Ohio Chicago Terminal Railroad late last summer, he having been acting in that capacity since October 1, 1920.

Harry M. Jouver entered the service of the road April 1, 1910, as yard clerk. He merrily "hopped the ties and grabbed the numbers" for a full year, then advanced successively to demurrage, bill and switching clerk, getting the detailed knowledge which is now invaluable to him as an official, and which has proved him to the shipping public, "a fellow who knows what he's talking about."

The difficult job of rate clerk next claimed him in the Auditing Department from November 18, 1912, until he was made chief clerk, Traffic Department under P. F. Finnegan, then general freight and passenger agent. Mr. Jouver's host of friends—gained him by personal service and expert handling—attest to his success in that position, and when his predecessor, Philip Meininger, resigned, Harry merely tightened his grip upon

The many friends whom Miss Gessner has made during her service with the Baltimore and Ohio, will watch her work in the new and attractive connection with great interest.

the reins of hard routine, "dug in" and justly won his spurs, being made acting general freight and passenger agent, October 1, 1920, assuming full duty on July 25, 1921.

The Chicago Switching District presents more difficult problems than any other like section in the country, and our terminal railroad, a universal switching line, comes in for its full share of situations requiring an accurate knowledge to handle, keen judgment to analyze, and direct methods to adjust. During a year fraught with vexations, clearly understood by the railroad family, Mr. Jouver has carried his trust intelligently, efficiently and with high honor, and it must give his superior officers satisfaction to witness a performance they expected when their confidence was reposed in him.

Hugh Fitzpatrick

Fifty-one Years in Active Service

For the facts used in "Lest We Forget," the leading story in this issue, we are indebted to Hugh Fitzpatrick, engineer, Baltimore Division.

Mr. Fitzpatrick began firing in 1870, when seventeen years of age, for the Chicago and Great Eastern Railroad. In 1874 he came with the Baltimore and Ohio as a fireman at Newark, Ohio, and was promoted to engineer in the Centennial year of 1876.

He left our Western Lines ten years later and was in charge of one of the first engines to haul a train over our old Philadelphia Division when it was opened in 1886, partly as a single track and partly as a double track line, between Baltimore and Philadelphia. He has been in the passenger service ever since, mostly on the Philadelphia and Baltimore divisions.

Despite his years of long service, Mr. Fitzpatrick looks and talks as if he were good for rounding out a record of fully sixty years in railroading. He says that he feels as young and alert, both physically and mentally, as he did twenty years ago. He is living comfortably in the home of one of his six daughters in Baltimore. He also has a son.

It is safe to say that the destinies of the Baltimore and Ohio Chicago Terminal Traffic Department will be guided aggressively forward and that the close contact with the shippers—and of which they are so appreciative—always demanded by Mr. Jouver, will be maintained and cemented.

His friends know of his fine training and sincerity and predict big results from his greater opportunity.

Guinnesses Stout

By GEORGE K. SEIBERT,
Dispatcher, Camden Station

WHILE in England I wished to visit a pretty suburb and as I do not care to be whisked about while sightseeing I hailed a carriage which slowly drew up to the curb. It was drawn by an old and anemic looking nag. The coachman was dressed in a black suit, or a once black suit, I may say, for it was turning green and the front of his coat, as well as its sleeves, was liberally grease spotted, and his topper well worn. All this, with two or three days growth of beard upon his very red face, made as perfect a coachman as Charles Dickens ever described.

"To Hackney," I said. "Drive slowly and talk."

We had gone but a short distance when a drunken man reeled across the street. At the sight of him my coachman gave vent to many oaths and imprecations.

"——— a rollin under the 'eels 'o my 'oss." The bloody drinkin' fish."

"What has he been drinking?" I asked.

"Stout, sir. Guinnesses stout," he replied.

Soon we saw another drunkard.

"The dirty rum," he cried. "The dirty dog, a spendin 'is time an shillins in a grog shop."

"What has he been drinking?" I asked.

"Stout, sir. Guinnesses stout."

Hardly had he finished when he saw a third, and again I listened to the same vehement tirade. This man also had been drinking stout—Guinnesses stout. I then concluded that my coachman was old Pussyfoot himself in disguise getting first hand information.

Presently we passed a tavern where my coachman hailed some friends and cracked loudly his whip.

"What is that?" I asked.

"That's where I spends me shillins and passes me evnins. That's where they makes the best o' stout. Guinnesses stout. That's Guinnesses."



Harry M. Jouver

It Pays!

By Walter Grahame

JOSIAH HEMMINGWAY sat in his big, grim library, alone, reading the obituary notice of a man whom he had known since childhood—a man five years younger than himself.

Care of his health had been the paramount interest of Josiah's eighty years of life. Now he was a fragile-looking old man, with a waxy white skin, through which purple veins showed with startling plainness. A pipe between the thin lips, a glass of wine at his elbow, a white-haired mate knitting across the table from him, or perhaps grandchildren playing at his knees, would have given to the slight figure in the big arm-chair the added touch needed to make the picture one of elderly contentment—but none of these things had entered into Josiah's scheme of life. A good old age had been his ambition, and he had attained it.

So it was that he sat alone in the quiet room, reading a line or two of the obituary notice of one of his oldest friends, and giving expression, in a quivering voice, to the thoughts that the account of the other man's death brought to his mind. He read:

John Sullivan Melrose died at the home of his oldest son, Colonel John S. Melrose, Jr., in this city, late yesterday afternoon. Death was caused by heart trouble, from which he had suffered for some years. . . .

"Tobacco," said Josiah, with a grim smile. "I often told poor John that it would be his end. I can remember how he started—smoking his father's cigars back of old Hen Fanning's barn."

. . . Mr. Melrose was a veteran of the Civil War, having enlisted at the outbreak of the struggle, when only sixteen years old. He fought in many of the bloodiest battles, and was twice wounded. . . .

"They almost got me, too," chuckled Josiah. "Drafted in '63, but I'd been making money hand over fist, and could afford to hire a substitute. Those wounds and hardships are what broke John's health."

. . . After the war he went West and was one of the men who helped build the Union Pacific, the first transcontinental railroad. . . .

"And got an Indian bullet in his hip that made him limp for the rest of his life! I had too much good sense for that sort of foolishness!"

. . . After a few years of this rough work he returned to his home city and engaged in the stock brokerage business, specializing in railroad stocks. More than once he won and lost fortunes. . . .

Josiah nodded. "John was a gambler, always. Nervous strain—"

. . . He never lost his keen love of sport, and made many hunting and fishing trips into wild country. . . .

"That trout fishing trip that he took last month gave him the cold that brought on his last sickness," said Josiah, solemnly. "Why will a man risk pneumonia for a few fish that he could buy in the market?"

. . . He was known as an expert billiard player. . . .

"Late hours!"

. . . and as an opponent at golf was feared by many of the younger men, among whom he was very popular. . . .

"More foolishness," snapped Josiah.

. . . Mr. Melrose was also an expert and daring horseman, and while riding a few years ago sustained injuries that it was feared would result fatally. . . .

"Never caught me risking my neck on one of those skittish brutes of his," mumbled Josiah.

. . . After his return from the West he married Miss Nancy Brunner. . . .

"Sweet on her myself in those days," cackled Josiah. "But the cares of bringing up a family wear a man down."

. . . He is survived by three sons; Colonel John S. Melrose, Jr., who commanded the local National Guard regiment in the European War; George C.

Melrose, a member of the board of aldermen; and Dr. William K. Melrose, a prominent local physician. . . .

"Many a gray hair those boys brought into John's head with their pranks while they were at college," said Josiah.

. . . Mr. Melrose often said that he had but one rule for life—to live. His loss is one . . .

"Never took proper care of himself," Josiah summed up. He glanced at the clock ticking over the mantelpiece, then pressed a button. A sour-faced housekeeper entered with a glass of warm milk, which she placed on the table. Then, without a word, she went out.

Josiah Hemmingway took a clinical thermometer from the desk-drawer and tested the temperature of the milk. Then he sipped it slowly.

"A man's got to be careful," he said, thoughtfully. "I've always been—poor John never was. That's why I'm alive and hearty while he's lying in his coffin. It pays—it pays."

Credit for Business Secured

IT has come to the attention of the editor of the MAGAZINE that some of our employes who have secured nice orders for business for the Railroad have wondered why credit has not been given them in the traffic summaries which we have been printing each month. We are glad to repeat here, therefore, what has been published in several issues during 1921, namely that employes securing business should report it to H. O. Hartzell, manager Commercial Development, Baltimore, who will see that the report is sent to us for publication. It is only in this way that we can get the necessary information.

Christmas Dinner Home for Every Possible Employee

On November 28 Vice President Galloway wrote to General Managers Begien and Sheer and requested that a special effort be made to see that operations be so arranged that every possible employee have the chance to spend Christmas, and particularly to have Christmas dinner at home.

Mr. Galloway said that although this has been the practice of the Baltimore and Ohio for the last few years, there is the opportunity for making it unusually effective this year because business is light and because Christmas will be celebrated on Monday, with the Sunday holiday preceding. He suggested that the plan be made known to the officers of the divisions so that they could develop the idea with the men and thus permit of the widest application of it possible.

Passenger Department

Army vs. Navy

PROBABLY the greatest national society event is the annual foot ball game between the midshipmen of the Naval Academy and the army cadets of West Point.

For a number of years the teams of the Army and Navy have met on neutral grounds and on account of the seating capacity of the Polo Grounds, the contest has been played at New York. It is the most spectacular sporting event of the year and the holder of a little pasteboard ticket, permitting entrance into the great arena, is the proudest person to be found around Thanksgiving time, as the game always follows on the last Saturday in November. It always rains, but that makes no difference; a little rain or a little snow or a high wind for a foot ball game merely tempers the ardor. The railroads themselves get more than usually into the spirit of patriotism, for it is just that which is created by these games.

It is customary for the large classes at the Naval Academy, Annapolis, to be divided between the Baltimore and Ohio and Pennsylvania Railroads for transportation to New York. The classes at the Academy this year are larger than ever before, numbering 2500 midshipmen. These were divided into four sections, two via each road.

Each railroad endeavors to make the best possible time from Annapolis to New York, and should any delay be occasioned to any of the four trains going or returning, it is keenly felt by the railroad having the misfortune.

Both railroads take the "middies" to Jersey City, where they are transferred by ferry boat up the Hudson River to 158th Street, where they disembark and march to the Polo Grounds.

The allotted schedule this year for the Baltimore and Ohio Railroad trains between Annapolis and Jersey City was five hours and thirty-five minutes. The first section made the run in five hours and two minutes and the second section in five hours and nine minutes, beating scheduled time.

Every precaution was taken to prevent delays to the trains, as the forty or fifty thousand people at the Polo Grounds who were all in their seats by 1.30 p. m., were keenly

awaiting the grand spectacle of the brilliant marching around the field of the coming officers of Uncle Sam's Army and Navy.

No Time Like Now

YOU used to hear jokes about the "B. & O." Everybody seemed to have a license to "pan" it. A certain gentleman who had heard all the "panning," had never ridden on it, until one time he decided to use it on a trip West. He went down the long platform where the train was. A porter saw him coming nearly a block away, started to smile a friendly, pleasant, welcoming smile, and came toward him with that smile on his face, as though they had been old school friends.

"Well, how do you do today, Sah. I sunt'nly am glad to see you."

And, by George, he meant it.

He WAS glad to see him.

Now, no one can pan the Baltimore and Ohio in that man's presence. They'd have a he-battle on their hands if they tried.

And why?

Not for any great big deep reason, but just because a porter smiled, and said he was glad to see him.

"Getting along in a shop often means nothing bigger than a smile from the fellow next to you. Being happy in your work hangs on very small things.

"When you're glad to see your buddies in the morning they're glad to see you. It takes practice. And there's no time better than Right Now to begin."—*Babson's Institute.*

Burial of the Unknown Soldier, Washington, D. C.

ON Thursday, November 10, the International Committee of Young Men's Christian Association, consisting of fifty members, left New York on Baltimore and Ohio train No. 511 to participate in the services and burial of the Unknown Dead. Upon arrival at Washington an appetizing breakfast was served them in the Washington Terminal.

At one o'clock in the afternoon the entire Committee marched to the Capitol where services were held at the bier of the Unknown Soldier, whose body was lying in state under the dome of the Capitol. A most impressive talk was made by Mr. W. Sloan, which was followed by the placing of a Triangle wreath on the casket by Mrs. Theodore Roosevelt.

On Friday, November 11, the Committee, in company-formation, marched from the Capitol to Arlington Cemetery where the final ser-

Letters Like This Make the Extra Effort Well Worth While

Baltimore, Md., November 28, 1921.

Baltimore and Ohio Magazine,
City.

To the Editor:

Last spring I accepted a position in Baltimore; previously we had always used lines competing with yours in going to and from New York.

On my first trip to New York from Baltimore, I, of course, was going over one of these competing lines, when one of our buyers told me to go on the Baltimore and Ohio and get car 201. I asked the reason and she said the porter was so very nice.

On another trip the conductor spoke of the fine weather, the first time I had ever heard of a conductor being so courteous. I thought, well, we are just human after all. In the diner they certainly try to please you.

When I got back from New York, my daughter said, "Mother, did you ride the Baltimore and Ohio?" and wanted the mints.

In hurrying to catch my train I failed to get a magazine to read, but when I went to the diner there was the Baltimore and Ohio Magazine, and as so many of my relatives are Railroad men I enjoyed it hugely.

In ordering some goods the other day from Ohio, I did not fail to say "Ship Baltimore and Ohio."

I have come to the conclusion that there is only one railroad and that is the Baltimore and Ohio.

Very truly yours,

(SIGNED) Department Manager in a Baltimore Store.



International Committee of Y. M. C. A. leaving Union Station to pay homage to the Unknown Soldier lying in state in the rotunda of the Capitol in Washington

vices were held in the beautiful amphitheatre overlooking the picturesque and historic Potomac. On account of the immense crowd, possibly 100,000 people, huge amplifiers were placed on the top of the amphitheatre in order that all could hear and join in the services.

No mighty potentate or victorious general ever received a greater or more sincere homage than marked every step in the home-coming and the burial in the sacred soil of Arlington of the Unknown American Soldier, killed in battle and given temporary rest under the poppies of France. While the body was being

carried along Pennsylvania Avenue to its last resting place, the cathedral chimes pealed a requiem which harmonized effectively with the low music of the Marine Band, bringing all the population to the realization that the burial of the Unknown had a deeper meaning than the mere glory of the victory he helped achieve.

The International Committee departed on train No. 506 for New York. A special dinner was served in the dining car, the Committee particularly commending the dining car service and the Baltimore and Ohio's efficiency.

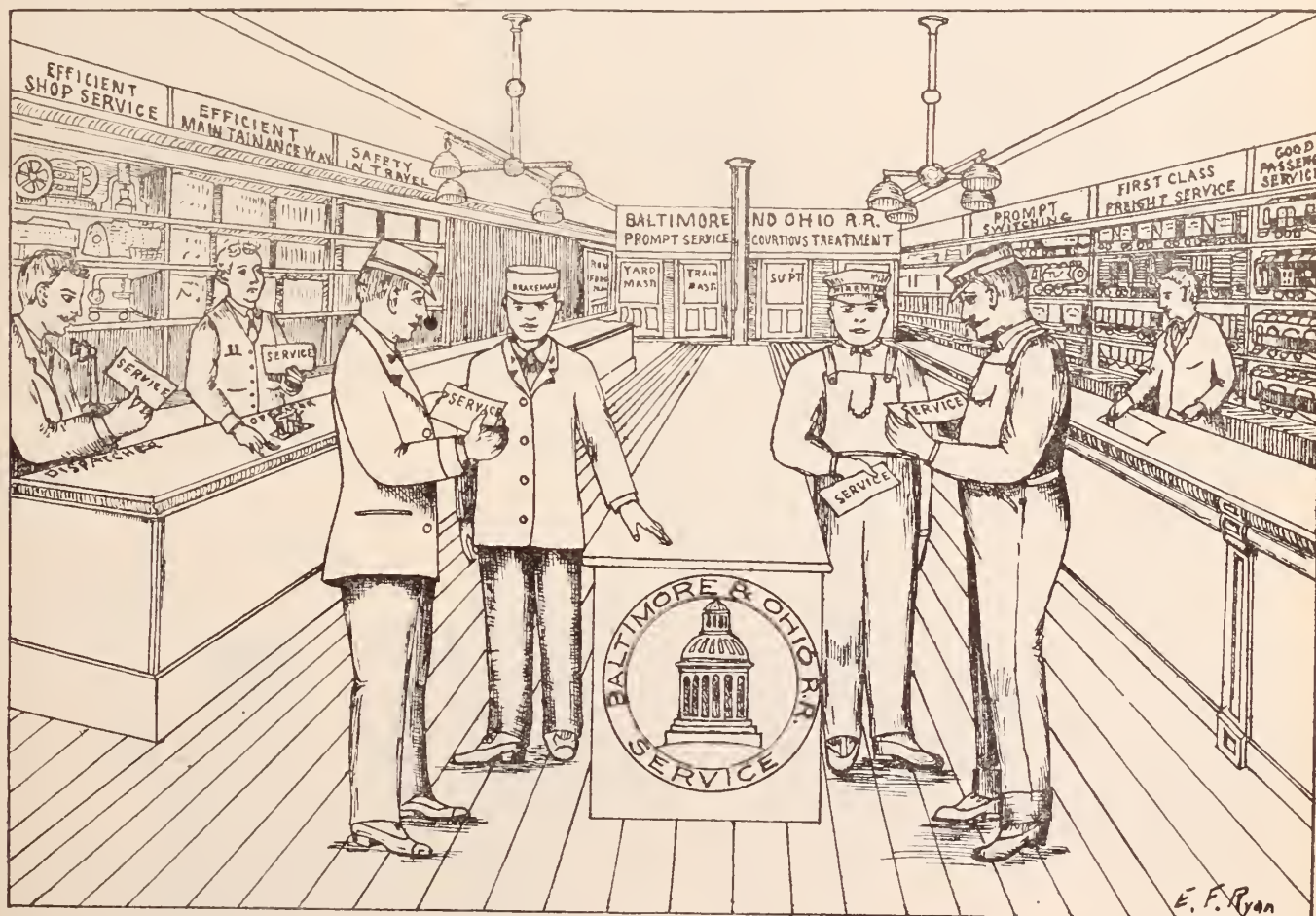
Pass It along to the Passenger Department

SOMEONE way out west in California makes the following suggestion:

"If any of your friends or acquaintances are contemplating or planning a trip abroad, let the Passenger Department have the benefit of this information, which you may be sure they can use to good advantage in encouraging exchange of business with various travel bureaus and agents of foreign steamship lines. There is no easier access for the passenger solicitor than a medium of reciprocity, which affords him an entre to a field which might have been heretofore difficult of approach."

Guides to Washington and New York

THE Passenger Department has issued two very attractive folders giving valuable information in regard to the cities of Washington and New York. Each folder contains an indexed street map of great convenience to the visitor. The Washington folder shows unusual aeroplane views of the city. Both folders are profusely illustrated.



SERVICE ALL ALONG THE LINE

Cartoon by Engineer E. F. Ryan, by courtesy of General Yardmaster C. C. Grimm, Newark, Ohio)



Do You Obey Danger Signals?

Like Signals on the Railroad, Tuberculosis Gives Definite Warnings of Danger

NO matter how many times an engineer runs his train at well-gauged speed over a certain track, he can never be sure of a smooth trip with no unexpected accidents. He is always on the watch for a warning of approaching danger. If he sees a danger signal he is ready to meet the situation and save his passengers' lives. In other words, he gets a danger signal and quickly acts accordingly. If he didn't, Heaven help him!

Everybody in the world is really an engineer. We drive our bodies instead of a train, and our trips are not always smooth and uneventful. Danger signals suddenly spring up to warn us. If we heed them all is well. If we neglect them, may Heaven also help us!

The body is really much like a train. A train that is kept well-oiled, gets plenty of cleaning and is inspected regularly by expert mechanics will give little trouble. A body that is well nourished, gets plenty of sleep and exercise in the cleansing outdoor air and is well inspected by an expert physician at regular intervals will also give little trouble. The unexpected danger signal, however, may pop out at any moment and give warning for new action to both the train and the body. The engineer of each must be constantly on the watch and then prepared to act immediately.

There are no danger signals which come to the human body and need prompter action than the ones which warn against tuberculosis. This disease which kills 132,000 persons yearly in the United States is nearly always ushered in by one or more danger signals. These signals either are not recognized as such or, if so, are too often ignored. Quick action in obeying their warning will prevent in most cases the onslaught of the disease and often death.

The average age for those who die of tuberculosis is from 15 to 45 years. This means that the men and women who succumb to tuberculosis are those who are in the most productive years of life. They can ill be spared. Dr. Louis I. Dublin, in a statistical study for the United States Department of Labor, has found that tuberculosis is the most prevalent cause of death for all occupations combined. Accidental violence causes many deaths but that percentage is only 9.3 per cent. as compared to tuberculosis which is responsible for 20.5 per cent. of the deaths at all ages.

One million persons have the disease in an active state. At least one million others have been infected with tuberculosis and have the germs in their bodies in an inactive state. It is the ones who have been infected and do not know this who need most to recognize and then act quickly on danger signals.

There are six signals which warn that inactive tuberculosis is likely to be transformed to active tuberculosis. If the engineer who is driving his train, or body, perceives any of these signals he had best look to an expert mechanic, or doctor, and take his treatment in time. These signals are: (1) Loss of weight; (2) Loss of appetite; (3) Continued tired feeling; (4) A cold or cough that persists for longer than two weeks; (5) Night sweats; and, (6) A sudden hemorrhage.

The first four danger signals are so often disregarded that it is no wonder we have so many active cases of tuberculosis. The last two are more unusual and will cause a bit of worry. They all are equally significant, however, and will not brook of being ignored.

Tuberculosis is positively a curable disease. Rest, fresh air, good food and good health habits can cure tuberculosis. What is more, (and this fact seems to be ignored by many persons) these same properties will prevent tuberculosis.

To help persons to watch out for danger signals, obey them and thus decrease the yearly death rate, the National Tuberculosis Association and affiliated agencies are carrying on the Fourteenth Annual Sale of Tuberculosis Christmas Seals in December.

A little tuberculosis Christmas seal will not carry a letter, but any letter will carry a seal—together with your good will and a desire to help suffering humanity. The picture of Santa and the children makes the little sticker a nice decoration for your gift packages and all your letters.



More Machines Mean More Men Must Help Reduce Crossing Accidents

THERE was a slight increase in the number of grade crossing accidents the latter half of this year, as compared with the first half. More automobiles were using the crossings, since there was a big increase in the number of machines in use as the year advanced. Practically every case where trains hit motor vehicles, it was because the driver of the machine did not take the precaution to properly stop, look and listen before going on the tracks.

The public does not realize the danger that is present every hour of the day at a grade crossing, and while every means is being taken to impress people with the necessity for care, there are many who are heedless and forgetful.

Railroad men, then, who do know the dangers, can do a real service to humanity by exercising their mature judgment and, when in doubt, take extra precautions.

We Can All Help

Enginemen, during these days when tourists are still abroad and when business by truck is so brisk, can do their part by sounding the whistle properly and with sufficient duration to make the sound carry to the crossing ahead.

Trainmen can guard crossings when a back-up movement or a switching movement is under way, so that no automobilist will venture across the tracks until everything is safe.

Maintenance of way employes should take especial notice of crossing planks, spikes, ballast, etc., and be sure there is nothing that will halt the progress of a machine, once it starts over the tracks, or cause any unnecessary bumping of the automobile.

Crossing watchmen can be ever alert by lowering the gates a sufficient time before the train gets to the crossing, for it is better to hold an automobile a few seconds than to have it get on the track with a train only a short distance away, and moving towards the crossing.

All other employes can do their part by talking to friends who own machines and asking them to be careful when approaching crossings. Safety committeemen have a fine opportunity for real, constructive service by looking after the condition of crossings and getting among automobile owners at clubs, meetings, etc., and dropping a word of caution.

Prohibition In America

SIR ARTHUR NEWSHOLME, late principal Medical Officer to the Local Government Board of Great Britain, has been in America for the last two years. The correspondent of the Journal of the American Medical Association reports his statement to the Royal Society of Medicine on the results of a study of prohibition.

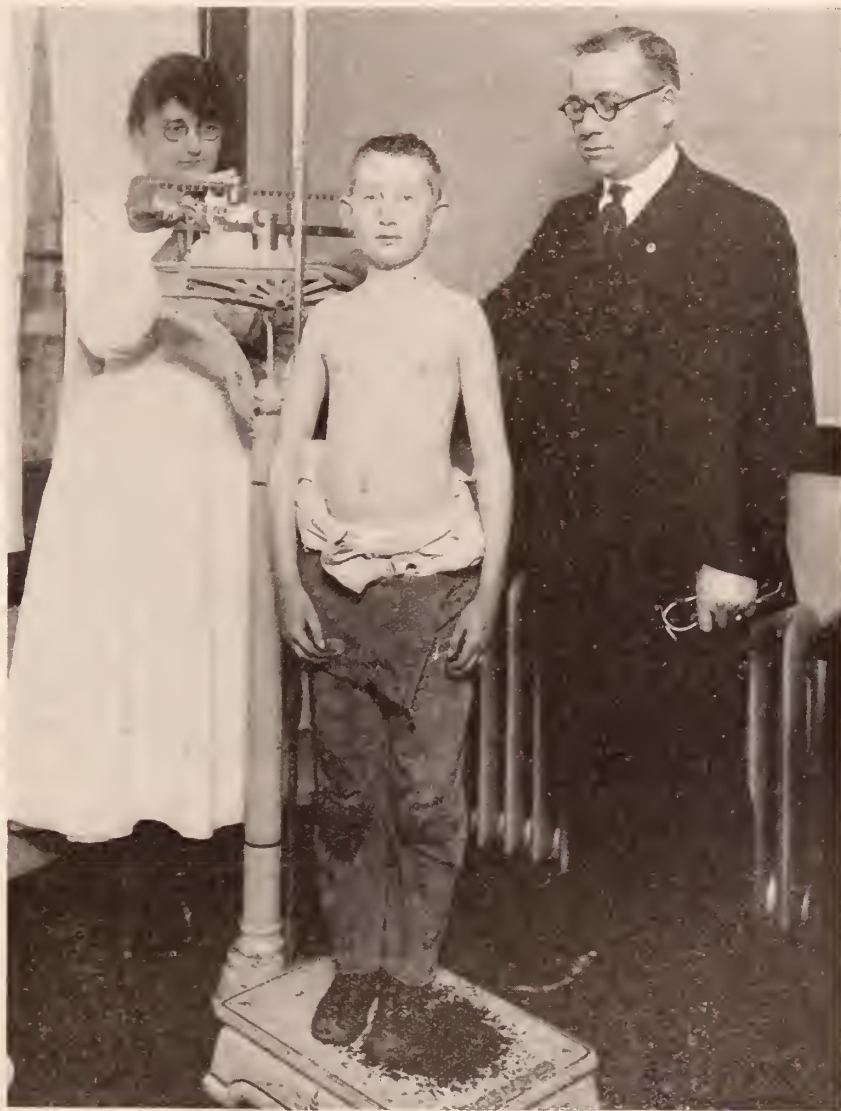
"The results of the first year of prohibition in the United States," said Sir Arthur, "are only partial; although it is still easy for the millionaire visitor to the United States to get intoxicating drink, for the vast majority of the population, alcoholic drinks have become unobtainable or too expensive for frequent indulgence. Four out of five of the physicians in the United States have not taken out permits to prescribe alcohol.

"As the result of prohibition there is increased prosperity and the diversion of large sums to the purchase of better clothing, etc.

"Rescue work in the large cities has, in considerable part, been replaced by preventive work. Drunkenness and admissions to hospitals for acute alcoholism have shown remarkable decline. Although alcoholism is but one part of the mesh of evil circumstances the short-cut toward the removal of the evil which prohibition has provided, promises to be successful in diminishing not only disease but also poverty and crime."

Sir Arthur expressed the opinion that the fear that prohibition would lead to a similar ban on smoking is fantastic, and that the American public will endorse the action taken and will insist on the extension and continuance of prohibition.

—World Digest.



PREVENTING DANGER SIGNALS

Signals are usually given to warn against approaching danger. In the case of tuberculosis, certain symptoms if obeyed in time will usually prevent the disease. The National Tuberculosis Association and its affiliated agencies advocate periodic physical examinations as a method of capturing the disease in an early stage. At tuberculosis clinics, hospitals and preventoria, expert physicians and nurses will give examinations free. In order to establish more of these, the National Tuberculosis Association is carrying on its Fourteenth Annual Christmas Seal Sale.

Safety Section

Ladders Have Been Used and Abused since Noah Built the Ark

By W. D. Lenderking
Safety Agent

LADDERS of one kind or another have been used since the days when Noah built the Ark. But with all the experience of the ages since that time behind us, ladders continue to be a source of accidents.

One reason, perhaps, is that there are too many "home made" ladders in use, ladders which have been hastily cobbled without thought as to their safety. Rough, cheap, imperfect lumber is often used, and when the contraption is finished it is likely to bristle with splinters, splinters and protruding nails.

Ladders should receive more attention than is customary, both in the making and the maintenance.

In recent times the greater part of accidents associated with ladders has been directly due to the careless use of good ones, or to the breaking, collapsing or misuse of poorly constructed ones, that should have gone to the scrap heap before anyone ascended them.

Wood used in the construction of a ladder should be smooth, sound and straight-grained. Spruce, Oregon fir, Norway pine and other woods of equal strength are best. Care should be taken that the wood is free of knots. The rungs are best when made of oak, white ash or hickory. There are some other tough woods that could be used.

Next in importance is to have the ladders of sufficient length to insure proper support when they are in use. It is recommended that they be at least 3 or 4 feet above the floor level or supporting stringers if used in shops. This will facilitate stepping off and on. It will also be conducive to safety, as the men using the ladder can keep a secure hold on the side bars.

Ladders should be equipped, if they are portable, with safety feet, or shoes, to prevent their slipping. These kinds of appliances can now be obtained to meet all requirements, whether they are to be used on wood floors, or on concrete, or steel plates.

Those using ladders should be sure always to face the ladder, whether

ascending or descending it. Always use the rungs of the ladder in descending. In sliding down a painful injury is likely to occur if the hand encounters a splinter or a protruding nail.

Inspection of ladders should be

Live Safety Organization at Pittsburgh Freight Station

THEY have a live Safety Committee at the Pittsburgh Freight Station, consisting of J. F. Hines, J. J. Donahue, Miss G. Forney, secretary, P. Sharpe, W. Bistenderfel, J. A. Kelly and J. T. Campbell, chairman.

At their meeting on September 17, addressed by the chairman, Mr. Campbell, it developed that during the preceding month 3,333 specific illustrations of good work done for the Safety cause were reported by this committee. One of the best

made frequently, for one that is apparently in good condition today, may be dangerous tomorrow.

Whenever a defect is found in a ladder, it should be removed from service at once, and placed where it cannot be brought back on the job again until repairs have been made. When a workman finds a ladder that is not worth repairing, he should see that it is destroyed. Think not only of yourself, but of your fellow workman. Action on the part of the man who discovers a defect might be the means of preventing the serious injury, even death of a fellow employee.

Foremen can help in this important matter by seeing that ladders reported unsafe are promptly repaired or destroyed.

features of the report was the fact that every person on the committee made a good showing, illustrating the kind of teamwork which wins. Most of these cases were of persons spoken to in behalf of the Safety work. Others included drivers cautioned not to smoke on the platform, protruding nails eliminated and holes in boxcar floors repaired.

As a fitting conclusion to this month's especially good work J. F. Hines, a member of the committee, wrote this attractive little poem:

Some Instances Where Safety Sense Would Have Saved Dollars and Suffering

Here are some accidents on the Baltimore and Ohio which might not have been recorded if those involved had used their Safety Sense:

Baltimore Division—When switching, a brakeman was walking backwards ahead of a moving car, adjusting the coupler. He stumbled and fell across the rail. The wheels of the car were inches from his body. By a supreme effort he rolled between the rails and stretched himself out as flat as he could. The brake rigging caught him and dragged him some distance. His foot then was caught in a switch point and he was held fast. Three cars passed over him. His injuries consisted of wounds on the leg and body. These caused him to be absent from duty several months. He violated a specific Safety Rule and paid the penalty.

Ohio River Division—A brakeman on a local freight assisting in switching, attempted to cut off a car. The cars did not separate. He gave a signal to the engineer to move ahead and then attempted to cross to the other side between the two cars so that he could manipulate the lever on the opposite side. His foot caught between the coupler shoulder and the end sill of the car as the train moved. His foot was mashed and he lost 12 days from work. He acted directly contrary to the provisions of a Safety Rule.

Cumberland Division—A yard engineer noticed that the cylinder cocks on the left side of his engine were open. He manipulated the lever controlling the cylinder cock rigging, but was unable to get the cocks closed. He told his fireman to handle the engine and got off and walked beside the moving locomotive, striking at the cylinder cock rigging with a hammer. He stumbled over a ground-throw switch stand and his hand rested upon the rail. The front driving wheel of the engine passed over his hand. Amputation was necessary at the hospital to which he was taken. He had failed to tell his foreman what he intended to do when he left his engine and, as he was working on the left side, the fireman could not see him.

At the End of the Line

By J. F. Hines

Well at last we have reached the end of the line,

The result of our "No-Accident Campaign" sure is fine,

Without any cause of pain or regret,
Our force at this station is happy, you bet.

To think that all hazards each day we go through,

With all kinds of freight that has come to our view,

Has been handled with care to avoid a mishap,

For not a chance taker have we on our map.

Ours is a good record that no place can beat,
And we're surely entitled to take a front seat,

For Pittsburgh Freight Station, as you all may know,

Is one of the largest on the whole B. & O.

So try, one and all, to do what you can,
To make this place safer for each working man;

And let every day start another campaign,
To keep all the chance takers out in the rain.

For we are not going to stop the good work,
But will "pep up" on Safety, from boss down to clerk,

And then we can say wherever we roam,
"You're just as safe here as you'd be safe at home."

Blind

THE other day President Harding' in addressing a group of the blind, said: "I want you to know that if there is anything I can do to set a glow aflame in the soul that is denied the light. God helping me, I mean to do it. I would like to make you understand, by my voice, how deeply I want to bring you some light in your hearts, and I wish for you all the joy that you can find, in compensation for the loss of the great light."

Go outside and walk with your eyes closed and see how quickly the uncertainty and darkness of it appals you. Or imagine never seeing your wife's face again—nor being able to watch the growth of your children. Shut out the sight of hills and rivers and meadows and all of the beauties of the Creator's handiwork—shut out the sunlight and the moonlight—and dawn and sunset—and the bediamonded blue of the heavens at night from your view—shut out these things in your imagination, if you can, and then ask yourself if it pays to leave off your goggles and run the risk of making all too true this eternal darkness.

THE BALTIMORE AND OHIO RAILROAD COMPANY

SAFETY DEPARTMENT

Honor Roll Shops Are Those Having No Reportable Injuries

Casualties and man hour record of shops working more than 50,000 man hours during the month of October, 1921

THIS MONTH'S HONOR ROLL		INJURIES	MAN HOURS WORKED	RANK IN SEPTEMBER	
NONE					
RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOUR PER INJURY	RANK IN SEPTEMBER
1	Connellsville.....	184,952	1	184,952	5
2	East Side.....	89,942	1	89,942	12
3	Newark.....	89,564	1	89,564	1
4	Lima.....	87,420	1	87,420	2
5	Brunswick.....	105,040	2	52,520	17
6	Washington, Ind.....	102,609	3	34,203	9
7	Benwood.....	67,396	2	33,698	3
8	Keyser.....	168,045	5	33,609	18
9	Glenwood (Master Mechanic).....	75,392	3	25,131	14
10	Ivorydale.....	139,480	7	19,926	4
11	Glenwood (Back Shop) .	193,846	10	19,385	8
12	South Chicago.....	74,129	4	18,532	16
13	Cumberland (Master Mechanic).....	183,008	10	18,301	11
14	Lorain.....	65,921	4	16,480	Honor Roll
15	Willard.....	80,291	5	16,058	6
16	Chillicothe.....	78,039	5	15,608	10
17	New Castle.....	65,531	5	13,106	7
18	Grafton.....	76,554	6	12,759	21
19	Cumberland (Back Shop).....	90,358	8	11,295	15
20	Garrett.....	97,944	11	8,904	19
21	Lincoln St. (including Robey St.).....	77,877	9	8,653	13
22	Riverside.....	148,482	21	7,118	20
23	Mt. Clare.....	309,501	53	5,840	22

Casualties and man hour record of shops working 50,000 or less man hours during the month of October, 1921

THIS MONTH'S HONOR ROLL		INJURIES	MAN HOURS WORKED	RANK IN SEPTEMBER	
Cleveland.....	0	39,805	6		
Painesville.....	0	39,590	Honor Roll		
Fairmont.....	0	37,765	Honor Roll		
Cone.....	0	34,196	Honor Roll		
Haselton.....	0	14,742	10		
Harrisonburg.....	0	3,508	16		
North Vernon.....	0	2,969	Honor Roll		

RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN SEPTEMBER
1	East Dayton.....	49,340	1	49,340	8
2	Rosford.....	46,420	1	46,420	4
3	Gassaway.....	27,859	1	27,859	2
4	Flora.....	25,364	1	25,364	3
5	Storrs.....	48,761	2	24,381	12
6	Stock Yards.....	22,063	1	22,063	5
7	Holloway.....	42,093	2	21,046	Honor Roll
8	East Chicago.....	20,159	1	20,159	7
9	Ohio River High Yard.....	36,475	2	18,238	1
10	Ohio River Low Yard.....	48,923	4	12,231	13
11	Sabraton.....	10,333	1	10,333	Honor Roll
12	Zanesville.....	37,776	4	9,444	9
13	Somerset.....	23,409	3	7,803	Honor Roll
14	Weston.....	14,951	2	7,476	Honor Roll
15	Allegheny.....	21,430	3	7,143	11
16	Green Spring.....	22,184	4	5,546	15
17	Martinsburg.....	27,689	6	4,615	14

Total Injuries of All Shops Reporting:

January, 200; February, 129; March, 116; April, 78; May, 133; June, 150; July, 207; August, 185; September, 229; October, 216.



BALTIMORE AND OHIO MAGAZINE

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The Gift of Giving

There is a little story in the Woman's Department of this issue of the MAGAZINE that I greatly admire, largely, I suppose, because "them's my sentiments too." The author makes a plea for a greater willingness on the part of her friends and business associates to help others. And she suggests experiences in which she has asked people to lend a hand in some worthy cause and has been refused. She does not understand such people—any more that did I one morning recently when I struck a Tartar coming in to business on the train. I tried to sell him some tickets for a regular theatrical performance, at regular prices and for the most worthy cause I know. He and his wife are steady theatre goers—yet when I mentioned the word "benefit," he froze up tighter than an oyster shell. And that is just how "tight" he was, is, and always will be. But—I didn't tell him so.

There is another man in Baltimore who, for the past 30 years, has been heaping up the enmity of his business associates by his utter stinginess. Poor devil, he thinks he is a Christian, but he knows not the Man who satisfied his hunger with a handful of grain from the wheat field. And the tragedy of it now is that, just after the prime of life, he has been attacked by an incurable illness which is destroying the sense on which he depended most for his living. He goes on his way alone. His greed has embittered his associates so that they keep out of his path. "Terribly sad case," they say, but few are the words of sympathy they give him, and these are obviously strained and better unsaid. Rightly or wrongly they feel that there is a direct connection between his selfishness and his affliction.

Look around among the people whom you know. You will find some whose god is money or pleasure or clothes or an automobile or a home in Florida. Then compare, any or all of them, with other folks you know whose lives have been blessed with the "gift of giving." Put the one set up against the other, the people who live for themselves against those who live for others, and see if you don't agree that the unselfish ones are infinitely happier than the others.

One of the men I most admire is one of the most righteous men I know. He is a tither. Yes, with an income of not more than \$1,500 a year, he gives a tenth and more to the church, the poor and other worthy causes. And he says without qualification that his gifts have never failed to bring back to him many-fold their value. He believes in the literal interpretation of Holy Writ on the subject of giving. There are other tithers of my acquaintance who do not so believe, but their lives are the most sunshiny, beautiful and helpful I know.

I do not think that it is necessary to give one-tenth of your income to be happy and helpful. But I firmly believe that the closer we come to it, the greater will be our blessing. And so, in this homely and unusually personal Christmas message to the readers of the MAGAZINE this year, I say that the greatest gift you can bestow upon yourself is the "gift of giving." Try it for a year, earnestly, sympathetically, intelligently, happily, and see if at the close of 1922 you do not agree with me.

Friends of Yours

Leaving Grand Central Station in Chicago one morning recently on Number 8, I was impressed as never before with the unending line of factories of one sort or another which border our track leading out of that great terminal city. And as we sped along our main line across the states of Indiana and Ohio, and I saw the prosperous and productive looking farms bordering the right of way, the idea of the intimate relationship of the Railroad to the people in the communities it serves, again appealed to me. I wondered how close we of the Baltimore and Ohio have come to a realization of the ideal laid down by President Willard on June 24, 1916 at Deer Park, to the officers of the Baltimore and Ohio in convention assembled:

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

After all is said and done, these words strike the key note of the very existence and prosperity of our Railroad, especially in relation to the people living and working along its tracks.

The yardmaster and his assistant, those men who are on the ground to provide the service which we give to industries—I wonder if they realize what tremendous factors they can be for the upbuilding of a friendly spirit between these industries and the Railroad? They can, on the one hand, do just so much as custom and their jobs declare they should do. And on the other hand they can do so much more by exhibiting at all times the real spirit of neighborliness and friendship so well expressed in the quoted paragraph.

The rate clerk, the delivery clerk, the notice clerk, the receiving clerk—all in the big freight station: what potent factors these are to make shippers who once try our service come back again and again because they feel that the Baltimore and Ohio Railroad and its men are a friendly institution and anxious to be all and do all that real friendship in business implies.

The crew of the local freight, that nondescript but interesting train which seems to me (along with the local passenger train) to be by far the most friendly train on the line! Do you see it as I do, dropping in unexpectedly at the villages and hamlets, where it sets off small consignments of food, merchandise, machinery, etc., to stock country stores and barns and the larders of country folk? What wonderful opportunities the crews of this kind of train have to make friends with the really friendly people they meet at the little stations and in the little towns!

Then the agent, often called the "railroad," if you please! To tell his opportunities for propagating the friendly spirit would be almost to describe the whole meaning of public relationship on the railroad.

Since his place in history ante-dates the building of the First Railroad by two centuries or more, Hamlet could not have had in mind the Baltimore and Ohio when he said:

*"The friends thou hast, and their adoption tried
Grapple them to thy soul with hooks of steel."*

He did, however, enunciate a metaphor which is peculiarly applicable to our situation.

The possibilities of real friendship between the people we serve and ourselves are infinite. And they depend primarily upon our willingness to take the initiative and to be always friendly.

God's Plan For Disarmament

The Vision

Many nations shall come, and say, Come, and let us go up to the mountain of the Lord, and to the house of the God of Jacob; and he will teach us of his ways, and we will walk in his paths.

And he shall judge among many people, and rebuke strong nations afar off; and they shall beat their swords into ploughshares, and their spears into pruning-hooks: nation shall not lift up a sword against nation, neither shall they learn war any more.

But they shall sit every man under his vine and under his fig tree; and none shall make them afraid: for the mouth of the Lord of hosts hath spoken it.—*Micah IV: 2-4.*

The Omnipotent Ruler

Unto us a child is born, unto us a son is given: and the government shall be upon his shoulder: and his name shall be called Wonderful, Counsellor, The Mighty God, The Everlasting Father, The Prince of Peace. Of the increase of his government and peace there shall be no end.

I am God, and there is none else. Unto me every knee shall bow.—*Isaiah IX: 6, 7 and XLV: 22, 23.*

The Law of Love

Ye have heard that it hath been said, Thou shalt love thy neighbor, and hate thine enemy. But I say unto you, Love your enemies, bless them that curse you, do good to them that hate you, and pray for them which despitefully use you, and persecute you.—*Matthew V: 43, 44.*

The Proclamation

Glory to God in the highest, and on earth peace, good will toward men.—*Luke II: 14.*

The Benediction

The God of Peace make you perfect in every good work to do his will, working in you that which is well pleasing in his sight.—*Hebrews XIII: 20, 21.*

Gifts

May these be yours . . .

The Gifts that make the Dreamers into Doers,
The Gift to work
Through Joy and Sorrow, Light or Murk,
To play, with all your soul and heart,
A manly part!

The Gift of Discontent, to keep you driving
Forward and up, forever striving
For something better in the days hereafter;
The Gift of Kindness and the Gift of Laughter,
And all the gifts of Love and Faith and Friends,
Of Justice and of Truth,
And in your heart, until life's journey ends,
The Priceless Gift of Youth,
Hope that inspires and Courage that endures,
May all these Gifts be Yours!

—Berton Braley.



Superintendents!

A Job for the ex-Service Man!

It is said that there are over 5,000 ex-Service men out of work in and near Baltimore, and that conditions are even worse in other cities. Many people and a few organizations are trying in diverse ways to help, and something is being accomplished.

To the credit of the Baltimore and Ohio be it said that in Baltimore in the General Offices, after furloughed employes are taken care of, the ex-Service man is given the preference in the filling of positions by our Bureau of Employment.

Is the same preference given all over the System? There is no question that it should be given. The country owes its salvation to the Americans who served during the Great War and it is but paying a small part of the debt to bend every endeavor to put these men into positions for which they are fitted.

There are many angles to the problem and just criticism has been made against certain of the jobless ex-Service men. But they are exceptions to the rule of the many who are willing and anxious to work so that they may keep off the streets, out of beggary and worse. Most of them want no charity—just a chance to show their worth.

The spectacle of a dozen of them coming into the American Legion Employment Bureau in Baltimore after the recent snow storm without decent shoes on their feet is enough to suggest the real need for all possible help.

We hope that wherever employment conditions are such on the Railroad that our own furloughed employes are taken care of, and where it does not interfere with our contractual relations with the employes, supervising officers will see that the next chance is given to the jobless ex-Service man.

The American Plan

Men differ in their opinions as to personal rights and as to forms of government. But the most rapid advances of civilization and industry are recorded under that form of government which, within proper limits, and with justice to all, has permitted of individual initiative and action.

Such is the American Form of Government.

Some men will always outstrip their fellows and thus acquire advantage and benefits to which they are justly entitled, under the American Plan of Employment. This system gives all men an equal opportunity for advancement, but places no premiums upon laziness. Merit counts, plus individual effort, and this will always make for advancement and progress under the present industrial system. While it is true that all individuals are not equal in natural capacity, it is also true that all individuals are not equal in their willingness to make sacrifices and wisely apply their efforts.

Such is the American Plan of Employment.—A. W. Booster.



Retired from the Railroad, He Yet Has Two Jobs

C. A. Richardson is a business getter for his bank, but he doesn't forget the Baltimore and Ohio

SIXTY SEVEN years old and honorably retired from service with the Baltimore and Ohio, yet he couldn't stay idle and took a new job.

"Yes," said Mr. Richardson, "the chance came for a man of my years and experience to fit in nicely in a new position. I didn't like the idea of loafing after handling a throttle for 38 years, so, still feeling like a youngster, I accepted the offer, and they tell me I am making good."

Hundreds of veterans of the Railroad, and particularly those about Pittsburgh, know Mr. Richardson. But many of them don't know that he was born on May 1, 1854, at Middletown, N. C. He got but little schooling because of the early death of both parents. In 1864 he went to Philadelphia to live, but went to Newburn, N. C. after the war. He got a taste of the sea in his first job, as a sailor before the mast, in a run from Newburn to Providence, R. I., where the master of the ship put him to work on his farm.

This task held him for four years when he drifted out to Western Pennsylvania and got work with the Atlantic and Great Western (now the Erie R. R.). He started firing on an old engine running on a six foot gauge track, and was made an engineer before he was nineteen. He then went with the Allegheny Valley R. R. (now the Pennsylvania) and from there entered the service of the Baltimore and Ohio on December 31, 1882, at Pittsburgh. His first job was to make an inventory of the cars from Pittsburgh to McKees Rocks. In doing this he met a traveling engineer, fired for him and learned the road, then took his examination and was made engineer on February 2, 1883.

The supervising forces at Pittsburgh had been having a great deal of trouble because of the large number of cars roughly handled and hence damaged in the yard there. At the request of the general yardmaster, Mr. Richardson was given the night switching trick, and after he took hold, the trouble

with shopped cars ended. He then got a daylight job at the same place and in 1887 took the passenger switching job at Water Street Terminal, and held it for 34 years. This is believed to be a record for the Baltimore and Ohio and probably for all the railroads in the country.

When Mr. Richardson was pensioned in August of this year he came to Baltimore to make his home with his daughter and his son in law and soon got wind of the fact

that the Commerce Trust Company needed a "handy man" in its offices. Mr. Richardson applied for the position and is now a member of the Baltimore banking fraternity. He has endeared himself to the officers and the employes of the bank, just as he did in the old days at Pittsburgh, where he was known as one of the most careful engineers handling the switching of passenger cars. In the bank they call him "Uncle Charlie," "Dad," and "Pop." They also have a habit of asking him if he is working for them or for the Baltimore and Ohio.

For Mr. Richardson has not forgotten the 38 years he served the Railroad and he is still interested in its success. He has gotten any number of passengers for our lines from among the customers of the bank. The following letters to and from Vice President Galloway, also suggest how he has lined up freight for us:

MANUFACTURERS' FINANCE COMPANY

BALTIMORE, MD., October 7, 1921.

MR. C. W. GALLOWAY, Vice-President,
Baltimore and Ohio Railroad,
Baltimore, Md.

Dear Sir—The solicitation of Mr. C. A. Richardson, a retired and pensioned engineer of your road, now in the employ of the Commerce Trust Co., and the interest he has manifested, make it incumbent upon us to bring the same to your notice and let

A Letter Worth Treasuring

The Baltimore and Ohio Railroad Company

OFFICE OF GENERAL SUPERINTENDENT

PITTSBURGH, PA., AUGUST 3, 1921.

My Dear Mr. Richardson:

In signing up payrolls today and glancing over names of our employes, I notice application for pension beside the name of C. A. Richardson.

It is hard to realize that you have decided to leave the active service of our company, and that in my frequent walks through the yard I will miss you.

Your services for the railroad were unusual—you left a record behind that shows you entered the service as clerk on the last day of December, 1882. Within one week's time you realized the greatest opportunity in the railroad game was in train service and you immediately took a position as yard fireman. From that you were promoted to position of yard engineer, and for thirty-nine years you have served your employers in a whole-hearted way at all times, whether on the engine or in your leisure hours when you solicited business for the Company, that was badly needed.

I am sure that you will find your Baltimore home, with those so near to you, an ideal place to live. In my business I frequently get to that city and I hope the demands of my time will not be so great as to prohibit getting to see you. I know that a "banker's life" is the dream of all railroad men, and for one it has come true. I trust its realization will be as pleasant as its anticipation.

Sincerely yours, from an old forty-niner.

(Signed) E. A. Peck.

Mr. C. A. Richardson,
Care of Mr. A. B. Lockhart,
Roland and Lake Avenues,
Baltimore, Maryland.

you see the results so far attained through his efforts.

Upon various occasions it becomes necessary for us to liquidate collateral, thereby necessitating a considerable amount of shipments, and this condition has existed recently with the result that we have shipped over your road approximately seven carloads of commodities.

I am merely bringing this to your attention so that you will know the interest that has been manifested by Mr. Richardson, and the esteem in which he is held by us, as I feel assured that you will be very glad to know this condition.

As long as we can feel satisfied as to service, it will be the writer's efforts to give whatever patronage he can to the Baltimore and Ohio Railroad, which we feel assured you will appreciate.

Very truly yours,
(Signed) WM. T. KAROW,
Credit Manager

THE BALTIMORE AND OHIO RAILROAD COMPANY

Office of Vice-President
OPERATION AND MAINTENANCE

C. W. GALLOWAY,
Vice-President

BALTIMORE, MD., October 8, 1921.

Mr. W. T. KAROW, Credit Manager,
Manufacturers' Finance Company,
Fidelity Building, Baltimore, Md.

Dear Sir—I am in receipt of your letter of October 7 relative to the interest manifested by Mr. C. A. Richardson, a retired and pensioned engineer of the Baltimore and Ohio Railroad, in securing traffic for shipment over the lines of this Company.

It is very gratifying for me to learn of Mr. Richardson's activities in this direction, and I desire to express my appreciation of



C. A. Richardson at the Somerset Picnic of 1921

RETURNS OF FREIGHT SOLICITATION CARDS BY BALTIMORE AND OHIO VETERANS AND EMPLOYES FOR THE WEEK ENDING OCTOBER 29

VETERAN	COMMODITY	QUANTITY	MOVEMENT
F. W. Melis, export clerk, Locust Point, Baltimore, Md.	Structural material....	2 carloads	Pottstown, Pa., to Fredericksburg, Va.
A. W. Kaelin, yard clerk, Allegheny, Pa.	Scrap paper....	4 carloads	Allegheny, Pa., to Three Rivers, Mich.
P. Colligan, agent, Allegheny, Pa.	Corn products....	5 carloads	Allegheny, Pa., to Chicago, Ill.
P. Colligan.....	Sugar.....	7 carloads	Brooklyn, N. Y., to Allegheny, Pa.
P. Colligan.....	Milk.....	1 carload.	Denson, Ohio, to Allegheny, Pa.
P. Colligan.....	Peas.....	1 carload.	East Chicago, Ind., to Allegheny, Pa.
P. Colligan.....	Vegetables....	1 carload.	Washington, C. H., Ohio, to Allegheny, Pa.
P. Colligan.....	Tomatoes....	1 carload.	Berkeley Springs, W. Va., to Allegheny, Pa.
P. Colligan.....	Tomatoes....	1 carload.	Christiansburg, Va., to Allegheny, Pa.
P. Colligan.....	Tomatoes....	1 carload.	Berkeley Springs, W. Va., to Allegheny, Pa.
P. Colligan.....	Corn.....	1 carload.	Akron, Ohio, to Allegheny, Pa.
P. Colligan.....	Vegetables....	1 carload.	Circleville, Ohio, to Allegheny, Pa.
P. Colligan.....	Salt.....	1 carload.	Akron, Ohio, to Allegheny, Pa.
P. Colligan, agent, and R. Deane, asst. trainmaster, Allegheny, Pa.	Paper.....	1 carload.	Neckoosa, Wis., to Allegheny, Pa.
P. Colligan and R. Deane.....	Paper.....	1 carload.	Gellman, Vt., to Allegheny, Pa.
P. Colligan and R. Deane.....	Paper.....	1 carload.	Wheeling, W. Va., to Allegheny, Pa.
P. Colligan and R. Deane.....	Board.....	1 carload.	Maybrook, N. Y., to Allegheny, Pa.
P. Colligan and R. Deane.....	Paper.....	2 carloads	Kalamazoo, Mich., to Allegheny, Pa.
P. Colligan and R. Deane.....	Towels.....	1 carload.	Malone, N. Y., to Allegheny, Pa.
P. Colligan and R. Deane.....	Paper.....	4 carloads	Brooklyn, N. Y., to Allegheny, Pa.
P. Colligan and R. Deane.....	Paper.....	2 carloads	Joliet, Ill., to Allegheny, Pa.
P. Colligan and R. Deane.....	Board.....	1 carload.	Wisconsin Rapids, Wis., to Allegheny, Pa.
P. Colligan and R. Deane.....	Paper.....	2 carloads	Lafayette, Ind., to Allegheny, Pa.
P. Colligan and R. Deane.....	Paper.....	1 carload.	East Chicago, Ind., to Allegheny, Pa.
P. Colligan and R. Deane.....	Paper.....	1 carload.	Bessemer, Pa., to Allegheny, Pa.
P. Colligan and R. Deane.....	Paper.....	1 carload.	Brooklyn, N. Y., to Allegheny, Pa.
P. Colligan and R. Deane.....	Paper.....	2 carloads	Kalamazoo, Mich., to Allegheny, Pa.

your thoughtfulness in bringing it to our attention.

I am also pleased to know that your Company has recently routed seven carloads via the Baltimore and Ohio and you may be assured that business is appreciated and that we will continue our efforts to handle any such shipments to your entire satisfaction.

Yours truly,
(Signed) C. W. GALLOWAY

But his loyalty to his present employers is just as strong, and he has done not a little among his old friends on the railroad to get them to open accounts with the Commerce Trust Company.

It was last summer, just after Mr. Richardson had taken up his new position, that news of the Somerset Picnic of our veterans reached the offices of the bank.

"See here, Uncle Charlie," said one of them to him one morning, "aren't you going to the Veterans Picnic at Somerset?"

Surprised that the officer of the bank knew of the picnic, the reply was:

"No, I have been here only a short time and I didn't want to ask for the day."

"Well, we want you to go and to keep in touch with your old friends and your old railroad all you can. And tell them that you are here with us and that we will be glad to make them just as welcome as we have tried to make you."

And "Uncle Charlie" is carrying on, working two jobs at one time, only one of them for money but both of them for love, and he is making good with a vengeance.

The attainment to ripe old age may not of itself help our veterans get business, but it certainly isn't slowing them up at it!

A Merry Christmas?

Mr. Zimmerman Knows the Secret after Fifty Years of Faithful Service

Cameron, W. Va., May 9, 1921.

Mr. F. E. FUQUA, Division Operator,
Wheeling, W. Va.

Dear Sir:

It has been my great desire and hope that I would be able to give The Baltimore and Ohio Railroad Company fifty years of service. I thank God that my hopes and desires have been fully realized, as I arrived at the coveted goal on Saturday, May 7, 1921.

I entered the service as messenger in the Grafton, W. Va. office under Mr. A. T. Cline on May 8, 1871, for \$15.00 per month, half from The Baltimore and Ohio Railroad Company and half from the Western Union Telegraph Company. Have been in the service continually since, with the exception of four months from October 1, 1901, to February 2, 1902.

I have been treated WHITE by all of the officials. I appreciate this, and hold them in the highest esteem, and as far as I am concerned, my intercourse with them all has been pleasant and congenial.

I have been here at Cameron since March 25, 1886; have seen many changes take place in the fifty years' service on the Baltimore and Ohio. Many of the old timers have passed away to the "Great Beyond," others have left the service for parts unknown, yet I remain at my old post, a spared monument through the mercy and loving-kindness of God. I have stood the storms of many winters and the sunshine of many summers; have been abused, cussed and called most everything in the catalogue but a gentleman, because I would allow nothing to sway me from my path of duty. I always carried out the rules, preferring abuse and insinuations rather than to be patted on the back and called a good fellow while jeopardizing the lives of the traveling public and railroad men, and the Company's property, by violating the rules. No doubt I have made many errors, but I assure you they were of the head and not of the heart, for I have tried to do my duty as God gave me the light and understanding, as well as my trust in Him for guidance. My help cometh from Him who doeth all things well.

As I have, through the help and tender mercy of God, reached the goal (half-century service) desired, I am at your command to continue in the service or to step down and out for someone else. My sixty-five years fall lightly upon me and I feel as much like work as I did some fifteen or twenty years ago. Years do not count in my case, as I am going to remain young in feelings. Whether you desire my service longer or not, I would appreciate your kindness if you will secure for me my service record now for fifty years, from May 8, 1871 to May 7, 1921. I greatly desire this for my boy, to show that through the HELP OF GOD a man can do his duty working for The Baltimore and Ohio Railroad Company, if he will obey the rules and attend strictly to business.

Hoping to hear from you, I am,

Very truly yours,

(Signed) J. HARRY ZIMMERMAN,

Operator "CX" Tower.

Cumberland Employes Honor Memory of the Late Frank Oscar Eklund

IT is with regret that we report the death of Frank Oscar Eklund, superintendent of the Cumberland Locomotive Shops, at 9.30 p. m. on November 1, 1921, at the Allegheny Hospital, Cumberland, Maryland, from a complication of diseases.

Mr. Eklund was born in Sweden, August 31, 1880 and came to the States in 1896. He entered railroad service as apprentice to machinist on the old Fitchburg Railroad, at Keene, New Hampshire, served as machinist and machine shop foreman respectively, at that point, and was promoted to general foreman of the Boston and Maine Railroad at Mechanicsville, N. Y., in 1908. He held this position until, on December 1, 1918, he came to the Baltimore and Ohio as assistant superintendent of the new Cumberland Locomotive Shop. He was promoted to Shop Superintendent on June 1, 1920, which position he held at the time of his death.

Mr. Eklund had been complaining from disease of the limbs and feet for about three months, although he kept in touch with shop operations by spending part of each day on the grounds until three weeks prior to his death, when he was ordered to bed by his attending physicians. One week prior to his death, his condition was such that he was removed to the Allegheny Hospital, where it was thought that the amputation of his limbs would probably save his life. He continued to decline until his death, his weakened condition having prevented the operation.

In his death the Baltimore and Ohio has lost an excellent mechanical officer, whose broad knowledge of shop practice and opera-



The late Frank Oscar Eklund

tion could not be disputed. His untiring efforts were an important factor towards placing Cumberland Locomotive Shops on its present high plane of efficiency.

His remains were sent to his former home at Keene, New Hampshire, leaving Cumberland on train No. 2, on November 3.

An impressive ceremony marked the departure of the train. The employes of the Cumberland Locomotive Shop remained bareheaded at their places in the shop, while the Shop Quartette sang a verse from a sacred hymn, as a token of the respect and esteem in which Mr. Eklund was held.

He is survived by his widow, his mother, Mrs. Frank Eklund of Concord, N. H.,

three brothers: Karl, of New London, Conn.; Knute of St. Albans, Vt.; and Eric of Mechanicsville, N. Y., and one sister, Mrs. Eric Swenson, of Concord, New Hampshire.

Here's to You and Your Men, Foreman Isabella!

THE accompanying photograph is a view of our Engine Terminal at Butler, Pa., showing water tank, ash pit, sand house and engineers' rest room. On the right is a fence 470 feet long, resting on a retaining wall from 4 to 25 feet high, built by Foreman M. Isabella and his force. In the picture they appear from left to right: Kenneth McCandless, fire knocker; M. Isabella, foreman; P. Mantova, fire knocker; Joseph Zaccari, fire knocker; Joseph Bartolott, hostler; A. Priore, fire knocker; Joseph Falascini, fire knocker; L. Isabella, hostler; L. DeRose, fire knocker.

In sending this picture to the MAGAZINE, Superintendent Beltz, Pittsburgh Division, wrote:

"Mr. Isabella is our foreman at Butler and has taken extraordinary interest in the handling of the work and is continually doing what he can to improve our property at that point.

"We can also say for Mr. Isabella that he has been active in securing new business for this line, both passenger and freight, and has been very successful, considerable revenue having been derived from his activities. I consider him one of our most loyal employes."

Mercy

Oh, her name was Irene,
And she wore crepe de chine:
You could see more of Irene
Than you could crepe de chine.
—Exchange.



Engine Terminal at Butler, Pa., its neatness a tribute to Foreman M. Isabella and his force

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

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

Motive Power Department

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

Maintenance of Way Department

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

Employees who were honorably retired during October, 1921, and to whom pensions were granted:—

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Bradbury, Arthur C.....	Delivery Clerk.....	Freight.....	Indiana.....	33
Cheeseman, Thomas.....	Transfer Baggage man.....	Conducting Transportation...	Toledo.....	31
Cook, W. Frank.....	Fireman.....	Conducting Transportation...	Cumberland.....	33
Cunningham, Wm. H.....	Engineer.....	Conducting Transportation...	Indiana.....	38
Fitzhannary, James.....	Sweeper.....	Conducting Transportation...	Chicago.....	25
Matson, Mark A.....	Conductor.....	Conducting Transportation...	Newark.....	23
McCurdy, John W.....	Engineer.....	Conducting Transportation...	Pittsburgh.....	41
Mitchell, John F.....	Engineer.....	Conducting Transportation...	Chicago.....	50
Moran, Jesse.....	Trackman.....	Maintenance of Way.....	C. & N.....	38
Orthwein, Gottlieb.....	Car Inspector.....	Motive Power.....	Chicago.....	33
Peters, Oscar A.....	Engineman.....	Conducting Transportation...	Baltimore.....	43
Petty, James D.....	Crossing Watchman.....	Maintenance of Way.....	Ohio.....	16
Quinn, Francis.....	Car Oiler.....	Motive Power.....	Baltimore.....	32
Stoneking, Reuben.....	Pumper.....	Conducting Transportation...	Wheeling.....	29
Thirion, Peter.....	Machinist.....	Motive Power.....	Baltimore.....	21
Workman, Solomon.....	Carpenter.....	Motive Power.....	Pittsburgh.....	36

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

During the calendar year 1920, \$342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to September 30, 1921, amount to \$4,534,062.25.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Davis, John W.....	Conductor.....	Conducting Transportation	Cumberland..	October 15, 1921..	40
Fowler, John T.....	Engine Cleaner.....	Motive Power.....	Baltimore.....	Oct. 2, 1921.....	51
Hutchinson, Robt. A..	Train Engineman.....	Motive Power.....	Baltimore.....	Oct. 17, 1921.....	44
Lucas, Albert P. E....	Engineman.....	Conducting Transportation	Monongah....	Sept. 28, 1921....	41

Pensioners' Roll of Honor

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

GOLDSMITH—"The Deserted Village"

Reuben Stoneking

Reuben Stoneking was born near Burton, W. Va., on August 3, 1856. He attended public schools and then engaged in the occupation of farming until he reached the age of twenty. He then learned the flour milling trade and followed this business for ten years. In 1883 he was married to Miss Mary E. Haskins, who is now deceased.

Mr. Stoneking began working for the Baltimore and Ohio on July 8, 1895, as trackman, Terra Alta, W. Va. He was soon promoted to foreman and worked in that capacity at Newburg, Independence and at Smithfield, W. Va., also at Holloway and at Fairpoint, Ohio. Later his health failed and the remainder of his service with the Baltimore and Ohio was as a pumper, at Maynard, Ohio. Mr. Stoneking was a faithful employe. He was pensioned on October 13, this year.

W. F. Cook

W. F. Cook, pensioned fireman, was born on September 4, 1856, at Green Springs Furnace, Washington County, Maryland. He entered the service of the Baltimore and Ohio as fireman, working out of Martinsburg, on October 17, 1888. He continued in this service until his retirement, on October 10, this year.

Charles M. Lindsay

Charles M. Lindsay, retired machinist, was born in Leetown, W. Va., on September 11, 1855. Later his family moved to Martinsburg. At the age of 17, Mr. Lindsay entered the service of the Railroad as machinist apprentice.

In 1881 he was transferred to Garrett, Indiana; in 1883 to the Newark, Ohio, Shops. In 1887 he left the service. In 1891 he re-entered the service at Newark, where he worked as machinist apprentice until he was pensioned November 1, this year.

Mr. Lindsay has one son who has also been a Baltimore and Ohio machinist at Newark.

Ludwig W. Kroh

Ludwig William Kroh, pensioned clerk, was born on April 27, 1845, in Westphalia, Prussia. At the age of 15 he left school and served for seven years as apprentice in a textile factory. In 1867, in order to escape militarism, he came to the United States. In Rochester, N. Y., in order to learn the English language, he peddled notions from house to house. One day his peddling came to an end when he was bitten by a dog.

He left Rochester and went to Williamsport, Pa., where a cousin gave him a position in his wholesale and retail tobacco business. In 1872 he was made assistant postmaster at Minnequa Springs, Pa.; he was sworn in for this position two days after he received his naturalization papers. When this season had ended, he secured a position as travelling salesman for Marburg Brothers, Baltimore, Md., and later he became bookkeeper. He married Miss Augusta Nesse on April 26, 1876.

After holding several positions with various business concerns in the South, he came to the Baltimore and Ohio in 1908 as clerk, Chicago Terminal. In 1916 he was made material distributor, and in 1920, clerk. He was retired on August 5, this year.

Jessie Moran

Jessie Moran, pensioned trackman, Newark Division, was born in Rochester, New York, on May 30, 1852. He entered the service of the Baltimore and Ohio as trackman, Newark Division, in 1882. He was pensioned this year and now lives at his home at Summit Station, Licking County, Ohio.

Nicholas H. Toomey

Nicholas H. Toomey, pensioned engineer, Philadelphia Division, was born on February 20, 1854. He entered the employ of the Baltimore and Ohio on February 2, 1873, as laborer, Baltimore Division. On October 5, 1874, he was made stationary fireman; on May 1, 1876, freight fireman; in 1880, freight engineer. During the next year he was transferred to Pittsburgh. Three years later he came back to the Baltimore Division in the same capacity. In 1885 he went to the Philadelphia Division.

(Continued on page 64)



THEIR MANY YEARS OF SERVICE HAVE MADE THESE MEN ELIGIBLE TO RECEIVE PENSIONS

1. W. F. Cook. 2. N. H. Toomey. 3. William H. Cunningham. 4. Reuben Stoneking. 5. James Fitzhannary. 6. Ludwig W. Kroh. 7. Jesse Moran. 8. Charles M. Lindsay



Glee Club Boys Busy Preparing Their Most Ambitious Program

THE accompanying picture suggests the greater grip which the Baltimore and Ohio Glee Club is getting on the interests of the music loving men employees in the service in Baltimore. The picture shows forty-one men out at one of the regular Monday night rehearsals. This is not an unusually large number, for as many as fifty men have attended recent rehearsals and more than that number are now on the roll.

The Club has already made a half dozen or more public appearances during the current season, singing the lovely program which was given last year at the Annual Concert. Rehearsals are now devoted to the preparation of the music for the 1922 Concert. Friends of the Club who have heard previous concerts will be delighted to know that this year the Club is making a big step forward in the music it will present. One of the numbers takes about

fifteen minutes to sing and is by far the finest composition yet attempted. It is hoped to present this and one other big number at the Annual Concert, with orchestral accompaniment.

Not all of the music is heavy, however, there being several of the most lilting and attractive humorous numbers, as well as some charming and comparatively simple numbers of the lyric form.

The Glee Club has what is probably a unique record among musical organizations, namely that it has never turned down a single applicant for membership. Men with only mediocre talent as singers have joined and have found the training of inestimable value and pleasure. There are still men with splendid voices in the service in and near Baltimore who should belong. They would enjoy it and the Club wants them. They would be made welcome any Monday night at rehearsal in the Assembly

Room, fifth floor, Baltimore and Ohio Building.

Already two Club nights have been held during the current season. Each member is permitted to bring one guest who, after the brief rehearsal, may listen to a program of song and story by individual talent from the Club ranks and also from the outside.

On the night of Monday, November 21, the last of these Club nights was held. W. W. Wood, chief of Welfare Bureau, gave a splendid talk on music. Mr. Smock entertained with a selection of readings and stories. The other entertainers were Miss Ethel Buckless, reader, employed in the office of the Vice-President of Operation and Maintenance, Miss Jeanette Heydenreich, soprano, Mr. R. V. Mossloh, violinist and Mr. Harry Rosenberger, one of the leading baritones in Baltimore and manager of the Remington Typewriter branch house in this city.

The Club is now working on a plan of associate membership, through which it hopes to work out on a fair and attractive basis, a plan for the financing of the Club's expenses. These are considerable and the Club feels that it should have no hesitancy in asking its friends to subscribe, because of the fact that in its existence of almost eight years it has never had financial support from the Railroad, except through the medium of the ticket sale to individuals for the annual concerts. In other respects also the Club has an enviable record, for instance, in that its members have been so interested in their work that they have been glad to use year in year out their own time on Monday nights for rehearsals.

On the other hand the Club has always received splendid cooperation from the officers and employees of the Road, and its



The Assembly Room in the Baltimore and Ohio Building is in use on many evenings for social organizations of employees. Here are forty-one members of the Club at rehearsal. On the wall is the standard of the Baltimore and Ohio Post of the American Legion, which also meets here

annual concert in Baltimore has been a most creditable affair both from the standpoint of the character of the program and

entertainment offered, and the interesting illustration it is of fine sociability as an outgrowth of business association.

Student Course in Traffic Strongly Supported by Baltimore Employes

AN invitation extended by Samuel House, general freight agent at Baltimore, to the various traffic offices at Baltimore and the agencies at Camden, Locust Point and Claremont, brought out sixty-five employes for the first meeting of the student course on November seventh.

This course, planning to widen the range of the worker's knowledge and to acquaint him with something of the nature of the others fellow's job, has been organized by Mr. House and R. J. Beggs, chief rate clerk of the General Freight Office, into a series of one hour weekly lectures. The various departments of the railroad have been considered in the program and will be represented by lecturers. So, on each Monday night from seven until eight o'clock in the Conference Room of the Baltimore and Ohio Building, our employes will be given this opportunity to widen their field of information.

After opening the first session, Mr. House turned the meeting over to C. N. Cox, travelling coal freight agent, who proceeded with the election of a presiding officer. Mr. House was elected to the position and three vice-chairmen were chosen to serve in the order of their election as absences necessitated. These were R. J. Beggs, chief rate clerk, and R. H. Graham, chief clerk; both of the General Freight Office; and C. W. Shinnamon, chief clerk to the coal traffic manager. J. F. O'Toole,

freight representative, was selected as secretary.

The first meetings will be devoted to a discussion of some of the mooted points on rates, etc., and subjects related to them. For instance, on the night of November 28, F. L. Schepler, assistant to the general freight claim agent, was the speaker, and put the subject of commodity claims before the members of the class in a most helpful and interesting way.

One of the best indications of a good meeting of any kind is the number of people who are willing to take part. And in this respect this student course is most successful, it being a not uncommon occurrence to find several of the members trying to get the floor at the same time. Leadership is also an important item, and in this respect also, the organization is fortunate, for in Mr. House and Mr. Beggs, who have had charge to date, study has been attacked in a

methodical and constructive way, and yet with so much directness and so well considered a plan, that the hour is up before one knows it and the time limit could easily be doubled with little chance of losing the interest of the members.

This course, in our opinion, with the idea back of it, is one of the most encouraging signs recently manifested on the Railroad. If any department is looking to handle its work in an expert and thoroughly efficient way, it cannot permit office boys just to grow up like Topsy, and then to make officers out of them. And how can office boys, junior clerks and employes of higher rank get the viewpoint on the larger aspects of their work and hear the discussion of constructive questions, unless they have an opportunity like this? There isn't time to get these contacts during the busy business day, and they must look to this extension work on the outside. Probably the best place outside is under the direction of their own superiors right on the Railroad.

The surprising thing about these meetings is that, despite the fine attendance and interest already shown, every young man in Traffic and related lines (having his future before him) does not attend and get the splendid training offered.

Welfare Association of Cleveland Stages Dance and Hallowe'en Revel

By C. H. Groninger,
Secretary

ON Monday evening, October 31, the Baltimore and Ohio Welfare Association of Cleveland gave a Hallowe'en masquerade dance in the Rainbow Room of the Hotel Winton.

Promptly at 8.30 the masqueraders formed in a grand march around the hall, led by Topsy and Uncle Tom, followed by Turks, Arabs, Indians, Chinese, Colonial gentleman and gentlewomen, spooks, gob-



The Traffic Study Class, Assembly Room, Baltimore and Ohio Building, Baltimore

lins, spaniards, clowns, tramps, and in fact such as ensemble as P. T. Barnum would have described as a "marvelous spectacle unrivalled for beauty and variety of peoples represented." Nearly two hundred couples, filled with the spirit of the occasion, revelled until midnight, refreshing themselves at intervals with doughnuts, cider and other seasonable goodies.

At eleven o'clock prizes for the best costumes were awarded by a committee composed of Superintendent Green, Division Freight Agent Farmer, Division Accountant Jewett, Terminal Agent Littell and Mesdames Kimes, Green and Jewett.

The first prize, a gold ring with emerald setting, for the best costume for ladies, was awarded to Miss Isabelle Fuchs.

Prizes of boxes of chocolates were also awarded to Mrs. L. N. Roller, Mrs. Joseph Boyer and Miss Heller.

The first prize, a smoking stand, for the best costume among the men, was awarded to C. H. Groninger, dressed as an Arab chieftain.

Prizes of boxes of cigars were also awarded to Messrs. Davidson and Brady.

G. H. Smith and wife were awarded a prize for best costumes for married couples.

The affair was really the first of many big social activities planned by the Welfare Association of Cleveland. In addition to social activities, the Welfare Association has formed a glee club and will back a basketball team, composed entirely of its members, in local amateur leagues.

The Ladies Auxiliary of the Veterans at Pittsburgh

By a Member

OUR Ladies Auxiliary of the Veterans at Pittsburgh was organized on January 10, 1921, with about 100 members. The following officers were elected for the year 1921: President, Mrs. Frank Applebee; Vice-President, Mrs. James Martin; Financial Secretary, Mrs. John Haggerty; Recording Secretary, Mrs. Cora Irwin; Treasurer, Mrs. Robert Hill; Marshall, Mrs. John McMunn; Chaplain, Mrs. D. L. Burns; Pianist, Mrs. Peter Klaus.

We have been steadily increasing in membership during the year and now have 177 members. We have met with the Veterans twice during the year, our last meeting being on October 10. At the close of their meeting, we had a short session, after which the ladies served a lunch to the Veterans and their wives, which was heartily enjoyed. We are gaining new members at every meeting and hope to have the wife of every Veteran join us by the New Year.

Let us *boost* our organization and show what we can do by organized effort. Let us attend every meeting if possible and do what we can to make the coming year the banner one in our organization.

Akron Welfare Club Celebrates Hallowe'en

THE following invitation brought two hundred and fifty members of the Baltimore and Ohio family and their friends to the American Legion Hall, Akron, Ohio, on Friday the 28th, for an evening of pleasure:

BALLY HO——BALLY HO
WE ARE SURE GOING TO THE
MASQUERADE DANCE
OF THE
B AND O
IT IS GOING TO BE SOME BALL
AT THE
AMERICAN LEGION HALL
NOW DON'T FORGET THE DATE
FRIDAY, OCTOBER 28.
COME WITH YOUR FAMILY—BEST
GIRL AND BOY FOR A FULL
EVENING OF FUN
AND JOY

REFRESHMENTS—GOOD THINGS
TO EAT
AND
AN ENTERTAINMENT HARD
TO BEAT

Everywhere there was the spirit of Hallowe'en. The entertainment committee under the guidance of C. M. Groninger, our affable district freight agent, had decorated the hall in an appropriate manner. The guests, in masks and costumes of every kind and hue, forgot for a time the daily grind and lived in the make-believe world of jester and clown, harlequin and troubadour, fairy and queen, tramp and mighty lord, and all the other characters that make the make-believe real. A. Richards, of Howard Street Station, sang two songs. Pumpkin pie and cider were served during the evening.

Fairmont Veterans Hold Hallowe'en Ball

ON the night of Hallowe'en, the Fairmont chapter of Baltimore and Ohio Veterans, together with the Ladies' Auxiliary, enjoyed an old-fashioned party. Dancing was the feature of the evening, but not the variety to which we are so accustomed to seeing, for when the West Virginia Veterans get together, they show the present generation what real dancing means. Old fashioned square dances, the Lancers, Virginia Reel, Pitch-In-Tucker, and Hook-'em-up-Sneezer, are but a few examples of how they trip the light fantastic.

Large numbers of Veterans and their wives and families were present. The affair was held in the Masonic Temple at Fairmont. Many attractive costumes lent a festive air to the occasion. No prizes were given, but it was generally voted that the honors of the evening belonged to Mr. and Mrs. George Swisher. Mrs. Fred Wittman as a Gypsy maid, and Mrs. Harry Fleming as a Spanish dancer were among those who helped make the evening a memorable one for the old timers.

The hall was prettily decorated in keeping with the Hallowe'en season. The music was furnished by the Douglas Fleming Syncopated Seven, a popular Fairmont orchestra, with Douglas Fleming as entertainer. Preceding the dance a delightful program was given. Those who helped to entertain were Marguerite Frischkohn, Master Noel Clelland, Mary Clelland, Lucile Stealey, Helen Fleming Rollins.

A Veteran's entertainment is incomplete without refreshments, and this one was not an exception to the rule; there were goodies a-plenty. The whole evening was most enjoyable.

Grand President Sturmer, who always adds zest to any occasion that demands any sort of foot exercise, arrived at Fairmont in the afternoon for the purpose of attending the dance, but much to the disappointment of the onlookers, he was called back to Baltimore soon after his arrival.

This is the first dance given by the Fairmont Chapter, but because of its success, it will be followed by a number of others.

Join the Legion!

It is a safe bet that if all ex-service men knew what the American Legion has already accomplished in their behalf, and that it is the only organization of ex-Service men which can point to a real record of accomplishment, they would join the Legion almost to a man.

The advantages of Baltimore and Ohio ex-Service men joining the Baltimore and Ohio Post of the Legion in Baltimore are many. Principal among them is the fact that we have the common Railroad interest and that through the meetings planned for 1922, to be addressed by the officers of the Company, we will have the chance to learn important facts about our business obtainable in no other way.

For instance, the meeting on December 13 will be addressed by our Vice President Galloway. President Willard and other officers will be with us early in the New Year. Motion pictures will be shown at each meeting and there will be plenty of good entertainment.

The Legion needs every ex-Service man and every ex-Service man needs the Legion. A telephone call to H. C. Weber, Adjutant, Mt. Royal Station, (Tel. 312) will bring you literature and an application card.

Women's Department

Edited by MARGARET TALBOTT STEVENS

Three Lights

*'Twas a star in the sky on that first Christmas morn
That guided the Wise Men to Nazareth Town,
And they followed its light
Through the darkness of night
As it spread out its beams all radiant and bright
'Till it hung o'er the manger so rugged and brown.*

*'Twas a lamp gleaming bright in a lighthouse at sea
That guided the crew of a ship through the night,
And they followed its ray
While the storm went its way,
And they anchored in safety at dawn of the day,
When the gleams of the sunshine put darkness to flight.*

*'Tis the light of a soul 'mid the sorrows of earth
Bringing cheer to the fellow who toils at your side,
A smile and a song
As you journey along
With a heart full of love that will right every wrong
And welcome the Christ-Child therein to abide.*

The Railroad of Progress

(A Christmas Letter)

IN our joyful celebrations of the blessed Christmastide, let us pause a moment and think of the woman upon whose head fell the greatest honor of all history—Mary, the Mother of Jesus.

Perhaps, as many illustrious writers have told us, the shepherds of old dreamed dreams of a wonderful Saviour; perhaps they thought that he would be a great prophet from some distant land who would come suddenly into their midst; they may have dared to dream of one among themselves who might be chosen to receive the kingly diadem, but certainly none knew that the wondrous King would be accorded so humble a birth as that in the Bethlehem manger. Only to the Virgin Mary was imparted the knowledge of the Immaculate Conception, for this was to be her own child. Joseph, the husband of Mary, was present at the birth of the Christ, but it was not given to him to have charge of the Infant; this was Mary's child. And thus it seems that from the beginning of the Christian era, the mother has been the divinely appointed guardian of her child. Certainly it is the mother with whom the child spends his infancy. Because this is true, there is none so capable of influencing the little one than she, who gives him birth.

During his first years the child has everything to learn and nothing to unlearn. His little mind and body grow rapidly under the tender guardianship of a loving mother. It is she who not only understands, but who can impart to him at that tender age an understanding of right habits of living that will be remembered long after her words are forgotten.

Among the various nations the regard of parent for child and child for parent has many different aspects. Ask your Chinese laundryman if his children are well, and he will be apt to reply that the miserable little wretches cause him more trouble than all the collars and cuffs in America; and yet, we find that in his home the Chinaman adores his children. Many are the Chinese books that aim to teach their ideas of filial relationship. How the child is exhorted to respect his parents or run the risk of being eaten alive by some fierce monster!

Slowly, but surely, Christianity is gaining a foothold, and slowly, but surely, Americanism is taking the place of heathenism. How quickly this same laundryman apes the habits and customs of this land! It is not unusual to find Chinese-Americans taking an active part in the organization of our Christian churches and Sunday schools.

And the Chinese represent but a small percentage of the other foreigners who are creeping into our business, religious, and social relationships. Is it not then the duty of Christian America to set examples for these to follow, since they are making their homes in our land? And an ideal American family life should be the most sublime inspiration of all the other ideals which it is our privilege as Americans to pass on to the strangers among us.

There is nothing in family life more beautiful than a sympathetic understanding between parent and child. We are constantly discovering that some famous man or woman was started on the road to success by the encouraging words of a parent. In this connection we have recently received a letter from James D. Brown, General Agent, Passenger Department, Erie Railroad, written by Brigadier General Sawyer to his grandson. General Sawyer, you remember, has for years been the personal physician of President Harding and continues to have charge of the physical well-being of the first citizen in our land. What more appropriate Christmas gift from parent to child or grandparent to grandson could be offered than such a letter as this—a letter which breathes the spirit of good will and points out to the youth the way of success?

Christmas, 1916

My Dear Grandson:—Providing you follow the rules of the line over which the ticket reads, the enclosed coin will buy you a ticket over the "Railroad of Progress" from "White Oaks Farm," Marion, Ohio, to Prosperity, Worthy Man's Land, Universe.

On this Railroad of Progress stop-over is allowed at:

Good Health and its sub-stations, Exercise, Rest, Recuperation, Good Cheer and Smile—

Achievement and its suburbs, Energy Enthusiasm, Resolution, Determination, Opportunity and Ambition—



Mrs. R. L. Much, wife of conductor, Brunswick, and Mrs. Mack Dean, wife of switch operator

Satisfaction and its boroughs, Accomplishment, Influence, Prestige, Honor and Renown.

You will be entitled to carry baggage as follows: Hope, Good Cheer, Joy, Courtesy, Confidence and Self Respect, each without limit.

Owing to an embargo of practical experience the following baggage is prohibited: Suspicion, Complaint, Dissatisfaction, Fault-finding and Blues.

This road is operated on central standard time which demands: Punctuality, System, Order, Promptness, Action. This road has but one terminal, Success, and all trains run on the same schedule.

It has but one track and that is a single rail, energized by willingness to work, sticktuitiveness and determination to succeed. There is no speed limit, no red lights, no stop, look and listen signs and the track is always clear, due entirely to good business management influenced by common sense.

You will find but few through passengers because most people buy their tickets over routes where inefficiency and incompetency cause delay and obstruct the way.

The directors of this "Road of Progress" are men of Good Judgment and Honesty of Purpose.

The engineers and firemen are sober and industrious.

The conductors and brakemen courteous and respectful.

The stockholders are reasonable and considerate.

The passengers are agreeable and content.

All concerned and connected are willing and worthy.

Be sure that your ticket reads over this line and you will finally be able to register in, at the terminal, as a man worth the while.

December

By Katye Coplan

December now is here anew,
The year is almost ended;
Gay spring and summer—autumn, too,
Their separate ways have wended.
All birds are gone, all flow'rs are dead,
The stately trees are bare,
Old Mother Earth is brownish red,
And crisp, cold, is the air.
How different, think you, is today,
From few, short months ago?
Then everything was bright and gay,
Now all is filled with woe;
If you with May were loathe to part,
Here's something to remember:
You can have May within your heart
When outside 'tis December.

The "Pumpkin Pie that Mother Used to Make"

WE always like to get hold of recipes that have stories in connection with them. Everybody knows the old story about the man who sighed for the "pumpkin pies that Mother used to make." Well, here's a man who got the recipe from Mother and handed it over to the Missus. The result is, Missus always makes her pumpkin pies after this fashion, and we consider ourselves fortunate in securing the recipe for our columns. Three cheers, we say, for the man who can coax his wife into baking pies after his mother's recipe. The man in the story is Charles W. Hamilton, clerk, Agent's office, Philadelphia, whose home is near Wilmington, Delaware. His wife—well, 'twould do you good to know her. We regret that we did not have the recipe in time for the Thanksgiving number of the MAGAZINE, but the real Christmas must have its quota of pies as well as cakes and other goodies.

First, get the pumpkin—one grown in a cornfield is preferred. Cut into small pieces with a sharp knife, but, for goodness' sake, don't cut your fingers. Stew these—the pieces of pumpkin, I mean—with the rind on them; it gives the pie a better flavor. When soft, strain through a colander. Add eggs, few or many, according to the scale of present prices. Then add milk, molasses or sugar, ginger, and salt to taste. Do not mix other spices with the ginger, for the compound is not pleasant. Taste the mixture to see that it is just right. Line deep

plates or pie tins with a good crust, and fill with the pumpkin mixture. Don't be too sparing in filling the plates; when folks eat pumpkin pie, they want pumpkin. If you would have it look like Grandmother's pie, decorate the top with several narrow strips of pastry, with tiny diamond-shaped pieces artistically arranged in between the strips.

The pumpkins around Wilmington are pretty juicy, so we do not need much water for stewing the pumpkin; use just enough to keep it from burning.

Be generous with your slices.

The Girl of Today—God Bless Her

*By F. N. Shultz,
Division Operator,
Garrett, Indiana.*

Oh, why do we sigh
For the days gone by,
And the sweet little girl of old,
With her modest ways
And her listless days,
And her heart as pure as gold?

The girl of today
May be bold, in a way,
But her heart rings as true as steel,
She's a sweet little girl,
And a neat little girl,
So let's give her a good, square deal.

She's as pure and true
As the morning dew,
And her friendship will never sever,
The days of yore
We'll see no more—
They have come and gone forever.

Dear Women Readers:

A Merry Christmas to all!

When Christmas time comes rolling around, I like to have a special wish to "wish on" my friends. Health and Wealth are the usual things that make up Christmas and New Year wishes, but the next best thing is Good Cheer.

Now good cheer may come to us naturally, or it may be cultivated. If everything goes well with us at home and in business, and if we are blessed with good health, it is only natural that we should feel on good terms with the world in general. But if we wake up in the morning and everything seems to go wrong from the start—Well?

In one of the general offices at Baltimore there is a messenger boy. He is just the everyday sort of boy, bubbling over with mischief and fun, but he has one expression that is peculiarly and distinctly his own. No matter where he is, at what time of the day it may be; no matter how he feels, mentally or physically, whenever anybody speaks to him with the usual "Hello, 'Gus, how are you today?" the answer comes back like a flash of a sunbeam on a prism:

"Fine!"

That boy *cultivates* good cheer, and of the quality that is contagious. It is the kind of good cheer that counts, and every time I hear him say it, I feel like shouting "Hurrah for Gus!"

That's just what I am wishing you, not only for Christmas, but for the New Year, and for the rest of your lives—that if good cheer does not come naturally through health and wealth, you will have the everlasting power to cultivate it.

Yours sincerely,

Margaret Talbot Stevens

Associate Editor



The Spirit of Fellowship

By Dorothy Rubenstein,
Freight Traffic Department,
Baltimore, Md.

NOT long ago I asked a friend of mine to accompany me to a complimentary luncheon tendered by a charity organization. Great was my surprise when she refused my invitation on the ground that she might be requested to solicit donations and feel obligated to do something in return for the dinner.

To my regret, this is the attitude maintained by a great many people—they are afraid that they will be called upon to do something worth while for the sake of suffering humanity. Could they but realize that in helping others they are helping themselves more—broadening their own views and expanding their narrow souls.

What is the good of living if we are of no use to our fellow creatures? Why are we put upon this earth, if not to help those who cannot help themselves?

I ask these questions, not from any desire to preach, but to point out if I can, the need for people who will be ready at all times to help, people who are not afraid to come forth and offer their services when called upon to do so. I know that there are many people who do not hesitate to help, and who do more than their share, but I am speaking to those who shirk their duty and responsibility to humanity, and in many cases not because they are unwilling to help, but because they are thoughtless and do not realize the good they can do with a little effort.

To these people I make my plea: Be ready, like the soldiers on Flanders Field, to do your bit when you receive the call.

Travel via The Baltimore and Ohio

By Mrs. L. W. Delmar,
Wife of Carpenter Foreman,
St. George Yard, S. I.

MINERVA has heart trouble. She coughs and groans, and says that she will not go on that awful journey from New Dorp to Arlington on those little, red cars. Sometimes they go and sometimes they don't. Then, too, the windows are open. The last time that I rode on one of them, the wind travelled down my back at the rate of 25 miles an hour, and I still have the cold. And then, there is the changing. Sometimes we have to change twice, and there's no fun standing for an hour each time in the wind.

We shall have to wait until we can take the day off to make the trip, or until Minerva has a new heart. I wish automobiles wouldn't get out of order.

What is that you say? Go via the Baltimore and Ohio? Why, surely, I never thought of that. Of course, we can be in Arlington in forty minutes, travelling in nice, warm, comfortable cars with polite employees. Just the thing! Let's start now. We'll catch the next train and be back by nine o'clock.

It isn't bad at all when the car is out of order, when we can travel via the Baltimore and Ohio. By the way, we are mighty grateful for the pass given us this year, and we are glad to boost the service that Our Road gives to Staten Island.

Three Cheers for This Business Getter!

JUST another instance which illustrates what has already been said in the MAGAZINE about what women can do toward getting business for the Railroad, we quote herewith a little poem from a Long Beach, California newspaper. This poem was received by Mrs. T. Parkin Scott, wife of chief clerk, Savings Feature, Relief Department, from a party of people who stated that they had travelled from Chicago west on the Baltimore and Ohio. Although this party evidently did not know the extent of our Railroad, we appreciate the spirit.

The poem was an outcome of a one-person business getting campaign recently conducted by Mrs. Scott. On a trip to Cleveland she secured five passengers for Our Road from Baltimore to Cleveland, and one from New York to Cleveland.

Only a Dream

By Philander Johnson

I dozed while on the railroad train.
Through miles of blissful ease,
The wheels clinked out a soft refrain
The languid ear to please.
Attendants came without a frown,
All noiseless and polite,
And put the windows up or down,
Whichever I thought right.
No cinder drifted near the eye.
No vapor clogged the air.
The diner prices were not high
And dainty was the fare.
"This must be heaven," then I sighed.
I woke amid the roar.
"Not yet," a weary porter cried.
"It's only Baltimore."

A Merry Christmas

to all
Baltimore and Ohio
Boys and Girls

A Dispute

By Sarah Pennington,
Daughter of Crossing Watchman,
Cumberland, Md.

FOR goodness' sake, lower that picture! It looks ——— up there: indeed, no one can see it!" exclaimed Mrs. Noitall, as she entered the room.

"You don't want it any lower than that, do you?" asked Mrs. Stilish, gazing at the picture which she greatly admired. It was "The First Love Letter."

"Dear me, yes," declared Mrs. Noitall, and seeing that Mrs. Stilish made no move to lower it, she almost shrieked, "Lower that picture!"

"I shan't budge it," was Mrs. Stilish's sharp retort. She had descended the ladder and was glaring at Mrs. Noitall. Then she added, "Pictures look better when they are high. I suppose that I know."

"High?" Mrs. Noitall's voice was as shrill as a whistle. "You poor thing," she said, chuckling disagreeably, "you have something to learn; they are supposed to be hung low."

Mrs. Busybody, who had overheard the quarrel, entered the room and addressed them.

"Ladies," she said, "the doorbell has rung, but I am so untidy, I wish you would go down to see who it is."

Both Mrs. Noitall and Mrs. Stilish rushed downstairs, but to their surprise, when they reached the door, they saw no one. Then, being rather stout, they decided to rest for a few moments before ascending the staircase. When at last they were back in the room where they had held their disagreeable quarrel, they found it ended, for Mrs. Busybody had arranged the pictures according to her own taste.

Santa Claus Is Coming

By Ida Smith,
Daughter of Nelson Smith, warehouse man,
Camden Station, Baltimore, Md.

Dear Christmas is coming,
The snow is, too,
And the wind will make
Our fingers blue.

Santa is coming
With lots of toys,
Let's all be good
Little girls and boys.



Sleeves Assume Superior Role in the Embellishment of New Frocks

Cascade Panels and Jabots Suggest Clever Ways of Combining Materials

By Maude Hall

THE lines of the new sleeves, which assume the premier place in the embellishment of the latest frocks, surrender to the carefree swing of youth. One may have them long and close-fitting, short and flaring or as deep as the waistline and flowing.

A smart conceit for a house dress is in Malay brown Canton crepe. The skirt follows the whim of the moment, with its uneven hemline, and the simple embroidery down either side of the front makes it doubly interesting. Dark brown and gold are combined in the embroidery. The sleeves are cut in one with the side-front and side-back of the blouse, and are as deep as the waistline. They are adjusted to a front-closing underbody. The applied front and back close on the left shoulder, while the fullness at the waist is held in with a narrow belt of self-material. Attached to the blouse under the belt is a two-piece gathered skirt with long panels.

Fashion never had so many ways of giving distinction to dresses of simple design as this season. She uses little tassels of silk and jet in the most fascinating manner, arranging them in border effects on skirts, sleeves and blouses or adding them to the ends of sashes, belts, streamers, etc., to lend brilliance and scintillating effect. A black satin crepe model for afternoon wear is

fashioned in one-piece effect and slips on over the head. The skirt and full sleeves are trimmed with black silk pendants hanging from threads of jet beads. A casing is adjusted underneath the dress at the waist



9694
EMB-12426

9725
9579

line and an elastic inserted to regulate the fullness. Over this a girdle may be worn, if desired. A narrow bias fold outlines the round neck and where the front of the blouse is slightly slashed, two large jet buttons are placed.

The demand for the new brocades is increasing and they are remarkably chic. Although they are unusually rich in appearance their design and coloring are dignified and restrained so that they can be worn with assurance by the most conservative of Fashion's followers.

LADIES' BLOUSE No. 9677. Eight sizes, 34 to 48 bust. Size 36 requires 2 yards 40-inch material, 3 $\frac{3}{8}$ yards plaiting. Price, 30 cents.

LADIES' BLOUSE No. 9719. Seven sizes, 34 to 46 bust. As illustrated 36 requires 2 $\frac{1}{2}$ yards 40-inch material, $\frac{7}{8}$ yard 36-inch lining for underbody. Price 35, cents.

LADIES' SLIP-ON BLOUSE No. 9718. Seven sizes, 34 to 46 bust. Size 36 requires 1 $\frac{7}{8}$ yard 40-inch material. Price, 35 cents.

Transfer pattern No. 12419, blue or yellow 30 cents. The pattern supplies 6 yards of border 5 inches wide.



Dress 9575
35 cents

Dress 9761
35 cents

Dress 9740
35 cents

Dress 9736
35 cents

Dress 9731
35 cents

WOMEN READERS!

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

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

Name.....
Street.....
City..... State.....
Size.....
Send pattern number.....

Lessons In Home Dressmaking

A Slip-On Negligee That May Be as Simple or Elaborate as Fancy Dictates



LADIES' DRESS NO. 9703. Six sizes, 34 to 44 bust. Width at lower edge about $1\frac{3}{4}$ yard. Size 36 requires $4\frac{5}{8}$ yards 54-inch material, $\frac{3}{8}$ yard fringe. Without lining; slashed and closed at center-back. Dress is slashed in from the underarm edges, front and back, and the lower slashed edges gathered. The one-piece flowing sleeves are perforated for shorter length. Price 35 cents.

Transfer pattern No. 11823, blue or yellow, 20 cents. The pattern comprises 4 large and 3 small motifs with 2 yards of border 2 inches wide. For 1 yard of border it takes 6 yards of braid for large motif $6\frac{1}{4}$ yards, and for the small motif 1 yard is required.

LADIES' DRESS NO. 9694. Six sizes, 34 to 44 bust. Width at lower edge about $1\frac{1}{2}$ yard. Size 36 requires $3\frac{1}{4}$ yards 54-inch material 26 yards braid, $\frac{7}{8}$ yard 36-inch lining for underbody. Slashed and closed at center-back. Long, plain one-piece sleeves perforated for shorter length, or one-piece flowing sleeves. Sleeves are sewn in the armholes of a front-closing underbody. Price 35 cents.

Transfer pattern No. 12426, blue or yellow, supplies 6 yards of 4-inch border, 25 cents. To braid one yard of this border $10\frac{1}{2}$ yards are required.

LADIES' TUNIC BLOUSE NO. 9725. Eight sizes, 34 to 48 bust. Size 36 requires $2\frac{1}{4}$ yards 54-inch material, $\frac{7}{8}$ yard 36-inch lining. Two styles of sleeves are provided in pattern. The back of blouse extends over the shoulders forming yoke effect and is joined to the gathered fronts. Three-piece gathered tunic attached to lower edge of blouse and open in front. Price, 35 cents.

LADIES' TWO-PIECE GATHERED SKIRT. Seven sizes, 24 to 36 waist. Width at lower edge about $1\frac{3}{8}$ yard. Size 26 requires $1\frac{1}{2}$ yard 54-inch material. Price, 30 cents.

IF YOU have but two or three hours in which to make a negligee, select this design. It is easy to make, easy to wear and inexpensive. Of course, fringe or embroidery may be added to beautify the negligee, but it is charming without decoration of any kind also. Medium size requires $4\frac{3}{4}$ yards 32-inch or $3\frac{1}{4}$ yards 36-inch material. The front and back of the negligee are slashed below the waist-line and gathered. A stay is adjusted underneath the gathers and elastic inserted to regulate the fullness. The narrow straight belt is slipped through straps at the side. It is not, however, provided with the pattern. If fringe is used, $1\frac{1}{8}$ yard narrow, and $7\frac{1}{2}$ yards wide, will be needed.

The back and front are in one piece, so in order to cut them properly, lay the sections of the pattern with triple "TTT" perforations along the lengthwise fold of material. A straight strip of material may be cut along the selvage edges to form the belt.

Now, to make the negligee, gather the lower slashed edges in front and back sections between "T" perforations and join to upper slashed edges with notches even, making seams $\frac{3}{8}$ inch wide at under-arm edges and graduate into nothing at inner edges of slashes.

Close under-arm and sleeve seam as notched. Close shoulder seams as notched. Turn hem at lower edge of sleeve on small "o" perforations. Next, adjust the stay underneath the gathers, matching the single large "O" and small "o" perfora-

tions at end of stay and in front and back of negligee. Bring the small "o" perforation at center of stay to under-arm seam. Insert elastic to regulate the fullness.

Tack a piece of material about $2\frac{1}{2}$ inches long and $\frac{1}{4}$ -inch wide (when finished) at the under-arm seam, with the lower edge of strap at the small "o" perforation in front section. Trim negligee with bands of fringe about $4\frac{1}{4}$ inches wide, with the upper edge of upper band along indicating crossline of small "o" perforations. Adjust the belt by slipping through the strap at under-arm seam. Tie as desired. The belt should be about $1\frac{1}{4}$ inches wide and $2\frac{1}{2}$ yards long.

NEGLIGEE NO. 9563. Sizes, 36, 40, and 44 inches bust. Price, 35 cents. (Lesson in Home Dressmaking.)

DRESS NO. 9575. Sizes 34 to 44 inches bust.

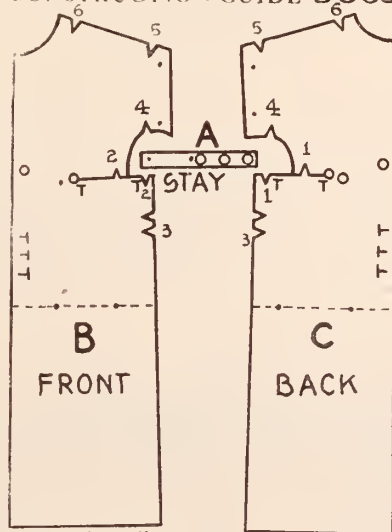
DRESS NO. 9761. Sizes 34 to 44 inches bust and 16 to 20 years.

DRESS NO. 9740. Sizes 34 to 48 inches bust.

DRESS NO. 9736. Sizes 34 to 44 inches bust and 16 to 20 years.

DRESS NO. 9731. Sizes 34 to 42 inches bust and 14 to 20 years.

CONSTRUCTION GUIDE 9563



Patented April 30, 1907



CUTTING GUIDE 9563 Showing SMALL Size



Patented April 30, 1907 FOLD OF 36 INCH MATERIAL WITH NAP



The Little Darkey's Chris'mus Wish

*Ah wants to say dat Sandy Claus
Is de goodest man Ah know, because
He comes 'roun' Chris'mus time. Ah bet
Dere ain't no man kin beat him yet.*

*On Chris'mus Eve Ah goes to bade
An' pulls dem covers 'roun' my hade,
Den, when Ah's snorin' fas' asleep,
Right down my chimbley Sandy creep.*

*Mah chimbley's got a great, big flue,
But dat aint nuttin', he gits froo',
An' brings me candy by de peck,
Enough to fill me to my neck.*

*Yo' reckin yo' gwine stay awake
While yo' Mammy make de Chris'mus cake?
Yo' reckin yo' gwine see ole Chris?
Well, 'taint no use to think 'bout dis.*

*Ole Sandy Claus jes' won't come nigh
'Till ebry chile done shet his eye.
An' mebby 'taint right to feel dis way—
But Ah wish 'twuz Chris'mus ebry day.*

The Olive Tree (A Christmas Story)

LONG, long ago, on the plains of Judea, there grew an olive tree. It was a crooked old tree; its branches were gnarled, its leaves were small and it bore no fruit. It was not even a good shade tree. Nobody seemed to know why it had been allowed to stand there all alone in the field near the roadside. Perhaps it was because the shepherds, who tended their sheep on the hillsides, often came here to sit and to talk to each other on the late afternoons. And the old olive tree loved to have the shepherds there beside it, for it loved to listen to what they had to say. Sometimes they talked of the coming of a great king. Once, the tree remembered, there was a shepherd boy who used to bring his harp and sit on the big roots of the tree that extended above the ground. There he played on his harp and sang beautiful songs which were called psalms. This boy's name was David. But years had passed, and the

boy had come no more, for olive trees, as you know, live to be hundreds of years old.

One day, at twilight, there came a number of shepherds on their way to the sheep-folds. Their sheep were with them. They stopped to rest for a moment right under the branches of the tree.

"What a pity it is," said one of them, "that this is not a good tree. Why, if it were only a little taller, one might climb to its top and see far, far across the country."

"True," replied another, "we could see across Bethlehem, and perhaps to the walls of Nazareth."

Then they passed on, and the old tree bent its branches in sorrow, for this was not the first time that people had remarked about how useless it was. Presently it folded its leaves and fell asleep.

It was later in the evening that the tree awoke. A breeze was stirring the leaves and shining down from the dark blue skies,

just over toward the city of Bethlehem, was the most wonderful star that the tree in all of its long life had ever seen. Nay, there had never been a star quite so large and so bright as this one. What could it mean?

Hark! There were voices as of angels singing. What was this exquisite song? Ah, the tree could hear it plainly now:

"GLORY TO GOD IN THE HIGHEST, ON EARTH PEACE, GOOD WILL TOWARD MEN!"

Then came the shepherds running from the folds.

"It is the Master," they shouted, "the long-promised Messiah! Let us make haste. He is in Bethlehem, for the star shines over the city. Come, brethren, let us seek him!" And they ran toward the city.

How the old olive tree wished that it might tear itself away from its own roots and follow the shepherds to Bethlehem to see the King of whom they had spoken! But this could not be, for a gnarled old tree that bore no fruit could not hope to catch a glimpse of anyone greater than a shepherd. And again, the branches were bent in sorrow.

After a long time the shepherds returned. The tree called out to them, but they did not stop. They thought the sound was only that of the wind whistling through the leaves.

"Alas," cried the tree in despair, "it were better that I should die. Shall I never hear more about the King, the Saviour who is coming to redeem the world?"

After a time the beautiful star disappeared from the sky. Other stars were shining, but the earth did not look as beautiful as it had when the star was there. Then the light died from the sky. How dull it seemed!

"Even the shepherds have forsaken me," thought the olive tree. "I do not wish to live any longer. Perhaps I shall die to-night."

But it did not die. Time went on, and at last there came another night when the tree seemed to feel a stirring within itself that bade it stay awake. The stars were shining, but their light was not great. The earth was almost in darkness. The tree itself cast a deep, dark shadow on the ground.

"What is this that I see coming from the Bethlehem Road?" asked the tree of itself, as it became suddenly aware that there were figures approaching. As they came nearer, the tree could see that there was a man on foot, leading a donkey on whose back sat a woman, carefully holding a bundle in her arms. When they were within the shadow of the tree they paused.

"Are you sure that this is the way?" asked the woman anxiously.

"This is the way that we were told to come," answered her husband, "but it is a road that I have never travelled. I wish that it were possible to see what lies before us."

"Is not this an olive tree?" asked the woman, "If you would climb to the top—"

most bough, you might be able to see something of the country beyond."

"Yea," replied the man, "but can you not see also that the tree has no topmost bough? True, it is an olive tree, but its branches are all of the same length; its trunk is so twisted that I should not be able to climb it. The branches that extend upward are only twigs, and these would not bear a man's weight."

"Then," said the woman, "we must press onward for the Child's sake. Is it not wonderful that the Saviour of the world should be this tiny baby of mine?" And she leaned over to kiss the bundle that she held in her arms.

The Messiah! The Saviour! Now the tree understood. But could it be true that this Child was the great King of whom the shepherds had spoken? Ah, and it could be possible that this gnarled old tree was to see the Messiah after all? Oh, how the tree wanted to live, for now it was glorious to be alive!

"Joseph," said the woman, "I would that we were returning to our old home in Nazareth."

"Yea," replied her husband, "but remember, Mary, the angel hath warned me to flee into Egypt, for Herod seeks to destroy the life of the Child."

Then the tree knew that these were Mary and Joseph of Gallilee, who had come to Bethlehem. The Babe must have been born there on the night that the tree had seen the beautiful star.

At that moment the mother lifted the shawl and the face of the Child appeared. A great halo encircled its head, and by its light the tree could see the face of the mother also. And so beautiful, so divine, so wonderful was this picture that the tree was thrilled with the sight of it.

"Truly this is the Messiah!" whispered the tree. And as these words were spoken, the leaves of the tree unfurled and became larger than any leaves of any olive tree in Judea; the branches began to spread outward and upward; the veins of the tree began to fill themselves anew with their life-blood, moisture from the Mother Earth, and the gnarls in the trunk became straightened.

"Look!" cried Joseph, "the tree is growing taller, the tree is becoming straight!" and as he said these words, he set about straightway to climb into its branches.

"I can see across the country, I am sure of the way now!" he shouted down to the woman from the topmost branch.

"Yea," replied Mary, replacing the shawl, "it is the face of the Child that has caused the tree to become straightened."

Then Joseph came down and they set out once more on their journey toward Egypt. And the old olive tree remained as straight as a palm tree of the desert.

On the next morning as the shepherds went by, one of them stopped and called out suddenly:

"See! Is this the olive tree that we passed last night?" And they all stopped and looked in astonishment. "It cannot be," they said.

"Ah!" said one as he happened to look down upon the ground, "Here are tracks of a man and a donkey."

"Then, it must have been Joseph and Mary and the young Child," said another.

"It was! It was!" cried another, "for none other than the Christ Child could have made this crooked tree straight!"

Then they fell upon their knees in prayer. And every evening afterward, as they passed by with their sheep on the way to the folds, they stopped under the shade of the olive tree to pray. And the tree grew large and strong, and the next season it bore fruit. And it came to pass that people came from far and wide to see the great miracle that had been wrought. And always the shepherds told the story of the passing of the Christ Child.

Our Christmas Turkey

By Gertrude Cassell,
Daughter of Machinist,
Morgantown, W. Va.

Christmas is near,
Hark, how we cheer!
Hurrah, hurrah, hurrah!
We like our chicken and other meat,
But we like our turkey best to eat,
Hurrah, hurrah, hurrah!
'Tis Christmas Day,
So let's be gay,

Hurrah, hurrah, hurrah!

We'll have some goose and other meat,
But we like our turkey best to eat,
Hurrah, hurrah, hurrah!

Dear Girls and Boys:

A Merry Christmas to you all! I just read a clipping from a paper published in Santa Claus Land, and it says that Santa was ready to start weeks ago. His packages are all tied up, and he's coming to visit every one of you. By the time you read this he will be on his way.

I've tried hard to think of something nice that would make the Christmas of our little girls and boys happier, and I think that I've found it. But first let me introduce you to Howard Deering, whose daddy is a warehouse man at Camden Station, Baltimore; Ruth Jones, of Forest Park, Md., whose daddy is an accountant; Gertrude Cassell, whose daddy is a machinist at Morgantown, W. Va.; Francis Riley, whose brother is secretary to the General Manager, Eastern Lines, and Lenore Taylor, whose daddy is a towerman at Aiken, Md. These are the new little folks that have come in since our last MAGAZINE. Lenore—but wait for the January MAGAZINE, and you'll have quite a nice surprise.

Now for the something nice. On my list of little people, I find thirty Baltimore and Ohio towns represented. How would you all like to go with me to visit all of these towns? What? You don't think you can? All right, let's see.

If I wrote and told you all about the pretty buildings and parks, and libraries, and department stores, and streets, and churches, and lakes, and all of the other things about Baltimore; and if, together with this I should send you a picture of Druid Hill Park and the new baby lion, you would then know almost as much about my town as if you had visited it, wouldn't you? Well, we are all going to visit each other's town. And, best of all, there are six nice prizes to be awarded for the six best descriptions of our home towns. Read in the January number about the prize contest, then let's see who will be the first. I want to hear from every little girl and boy who reads the Children's Page.



SANTA CLAUS IN FRANCE

This picture was made for our Page by Jacques de Meslon, whose home is in France. He tells us that there are so many places for Santa to visit in his country that he has to have little "spirits," like those in the picture, to help him distribute the gifts. Instead of hanging their stockings, the French children set their shoes in the chimney place.

With lots of love, and with the hope that
we'll have lots and lots of answers, I am,
Yours lovingly,

Aunt Mary

Good Old Santa Claus

By Ruth Jones,

*Daughter of Traveling Station Accountant,
Forest Park, Md.*

ON Christmas Eve, just as Santa was about to leave his home at the North Pole, he said:

"Wifey, dear, is there anything that you want?"

"Nothing that I can think of," replied Mrs. Santa.

So, with a kiss and a hug, he left her.

Poor Mrs. Santa! She was very tired. More than a hundred dolls had she dressed. Ah, and what was she thinking of, as she sat in her easy chair? Of happy children on Christmas morning; of the toys and toys that Santa had in his pack. Many, many children would be happy. Girl dolls, jumping-jacks, boy dolls, Teddy bears, carriages, beds, balls, tables, etc. (Every good little girl and boy knows that Santa will be here soon with his pack, his reindeer, and his red suit with fur on it.)

Into one house that Santa found, there was a poor little girl in a broken bed. Her stockings had big holes in them. But Santa knew what to do. He put a big orange down into the toe. Then he filled each stocking to the very top. On the table he put a warm coat and hat, some pretty gloves, and a turkey, and lots of good things to eat. Besides these there were a doll, a doll's bed, a carriage, and a real Christmas tree.

Then Santa went to many, many other houses. And when he got home, what do you think had happened? Mrs. Santa was fast asleep in her bed.

Christmas Time

By Howard Deering

Son of William Deering,

Camden Warehouse, Baltimore, Md.

The days are growing shorter,
The nights are growing long,



Howard Deering

Glad Christmas Time is coming,
We'll brighten it with song.
Let's thank the little Christ Child
For blessings on our way,
And make His birthday happier
By giving gifts today.



Dear Santa Claus

By Louise Perry,

Dorsey Md.

Good Christmas Day is here at last,
The snow is falling thick and fast,
The trees and bushes covered full,
As if they're trimmed with balls of wool.

When Santa comes, then he will say,
"Dear Children, you've been good today,
And next year when I come, I'll bring
You lots of toys and everything."

A Christmas Surprise

By Beulah Hoar,

Brunswick, Md.

ONCE upon a time there was a little girl named Bess. She lived in a little log cabin in the country. Her parents were living, but they were very poor. Her father was a wood-cutter and they lived four miles from the woods. There were a few houses nearby, but these were far apart. It took her father so long to reach the woods that he did not have much time left for his work.

One day in the winter, when Christmas was drawing near, the little girl said to her mother, "Mother, shall I get any toys or clothes for Christmas?"

"Bess," replied her mother, "we haven't any money this year, except just enough for food, so I am afraid that you won't get any of these things."

So Christmas Eve came, and the little girl went to bed sorrowfully. She left her window open a bit so that the room might be aired. In a short time her little eyes were closed.

In the morning when Bess awoke, thinking that it would be a sad Christmas without any toys, she happened to look down at the foot of her bed. There she saw a package sticking out from under the bed. She pulled it out and found it to be a great, big package. She called her mother and father and they opened it. There were money, clothing, food for them all, and lots of nice toys for little Bess. These things had been sent to them by some relatives in another country and by Santa Claus.

This package seemed a good luck package,

for ever after this they were rich and had plenty of things to eat.

Christmas Candies

Here is an easy way to make some nice Christmas candies. This fondant may also be used for stuffing dates. Before making the candies into different shapes, dust your fingers with corn starch.

Melt $\frac{1}{2}$ cup of butter. Add all the XXXX sugar that the oil will take up, then thin with cream to the desired consistency.

Divide the mass of fondant into as many parts as you have flavorings, the most satisfactory of which are vanilla, chocolate, orange and peppermint. Flavor each part separately, using cocoa to color and flavor the chocolate section. Vegetable colorings and nuts may be added to any of the above. Take a tablespoon of fondant, roll into a ball, then into an oblong shape. Lay on waxed paper, and allow to remain for about 15 minutes. Decorate with dots or strips or little designs made from tiny bits of fondant of different colors, or dip the whole in melted chocolate. Wrap in waxed paper.

Dear Girls and Boys:

*Don't forget the prize contest.
Read about it in the next Magazine.*

Santa Claus



HAPPY CHRISTMAS

(Drawn by Marguerite M. McDonald,
Staten Island, N. Y.)



Safety Roll of Honor

Staten Island

On October 10, in West Yard, Cranford Junction, Engineer Frank E. Horan, in charge of Baltimore and Ohio engine 1632, discovered broken flange and reported it to proper authority. Repairs were made. Engineer Horan is commended for his keen observation and prompt action.

Baltimore Terminal Division

BALTIMORE, MD., November 14, 1921.
Mr. J. B. HOWARD,
Brakeman,
Curtis Bay, Md.

Dear Sir—My attention has been called to the fact that about 11.30 p. m., November 12, while on your way home, you discovered a broken rail on No. 3 track, Brooklyn, and promptly reported same.

Your prompt action in this case possibly averted a derailment and I desire to thank you for the interest taken by you in the matter.

Yours truly,
(Signed) C. M. SHRIVER,
Superintendent.

Baltimore Division

The following from W. E. Cavey, supervisor of Locomotive Operation, is self-explanatory:

While going west on engine 5001, No. 11, on October 4, I saw engine 1440 standing at Laurel, and engineer down in front of engine working. I got off No. 11 and went over and asked Engineer R. P. Murphy what the trouble was. He told me that he had broken the valve stem at Langdon but that he kept on coming and the clump pulled off at Muirkirk. He managed to get to Laurel and at that point the valve was so far ahead that he could not get started. He had a monkey wrench on the valve stem trying to pull the valve back but was unable to do so. Engineer R. P. Murphy and Fireman D. L. Adams removed the front valve head on the right side and found the breaking of valve stem was due to exhaust packing ring breaking and dropping down behind the spool, which prevented them from pulling it back. The packing ring, which was broken in four parts, was removed, the valve pushed back and elamped and valve head put back on and engine brought train forward with 44 minutes delay.

Messrs. Murphy and Adams have been commended for their good judgment and the manner in which they handled the situation.

On October 4, while No. 91 was passing over Bridge 1-A, Alexandria Branch, at Bladensburg, Carpenters J. R. Carey and W. H. Delauder noticed brake rigging down and dragging, ten cars from the engine. They notified the conductor of the train and air was applied from the rear and train stopped. The brake rigging was removed. The action of these men possibly averted a derailment.

On October 6, Mr. G. Clark, a resident of Ellicott City, Md., and night watchman at Granite Quarry, discovered a broken rail

in the eastbound track opposite the quarry. Mr. Clark walked to Ellicott City and notified the operator of the track condition. The action of Mr. Clark, who is not an employe of the Railroad, is highly appreciated.

When No. 90, engine 4445, passed Barnesville, Md., at 7.38 p. m., on October 7, Operator F. Phillips discovered something dragging about the middle of the train and had the train stopped at Boyd, where a broken brake hanger was found under Baltimore and Ohio 169893. Mr. Phillips by his close observance possibly averted a derailment.

Cumberland Division

October 6, Green Spring. J. D. Rockwell, operator. 5.47 a. m., while extra 4402, west, was passing, he noted brake rigging down under N. Y. C. 287286. Notified conductor who removed it.

October 13, Hancock. O. J. Rash, operator. 10.09 a. m., brake rigging down, 10th car, train extra 4420, east. Train stopped at Sleepy Creek for correction of trouble.

October 16, Hancock. O. J. Rash, operator. 9.45 a. m., defective side on car in train extra 4417, east, coal falling out. Crew informed at Sleepy Creek.

October 18, Hancock. J. M. Fuss, section foreman. While between Hancock and Sleepy Creek, noted Baltimore and Ohio 224225 in eastward train passing at 3 p. m. Notified crew who found defective truck and set car off.

October 19, Martinsburg. J. L. Schroder, operator. 2.47 a. m., noted hot box on car in middle of train 4408, west. Notified crew who set car off at West Cumbo.

October 21, Hancock. J. E. Powell, brakeman. 9.10 a. m., while extra 4432, east, was passing, noted broken spring hanger on C. N. J. 48275, 10 cars from caboose. Notified conductor Ambrose who stopped train. Car set out by engine 4852.

October 30, Millers. S. N. McCullough, operator. 4.15 p. m., as extra 4419, west, passed, noticed swinging door C. C. C. & St. L. 52531, 15th car from engine. Handed conductor a note regarding it as caboose passed.

November 3, Hancock. O. J. Rash, operator. 10.17 a. m., noted car door open 35 cars from engine, contents appeared to be merchandise. Arranged for inspection at coal tipple, Sir John's Run.

November 4, Martinsburg. J. L. Schroder, operator. 5.08 a. m., noted hot box on W. M. 11494, 12 cars from engine. Informed conductor as caboose passed; car was set off at West Cumbo.

November 12, Orleans Road. C. G. Bitdorf, operator. As extra 4411, east, passed, observed wheels hot under C. G. T. 990, 28th car in train. Stopped train at Great Cacapon, where car was given attention.

Charleston Division

Brakeman Older has been commended

for interest in safety work and claim prevention.

Conductor C. A. Barrett and Brakeman D. B. Curtis have been commended for interest in saving delays to cars, by personally packing hot boxes.

Conductor C. W. Cogar has been commended also for his action in personally packing boxes and avoiding delays to cars in his train.

Engineers R. N. Jeffries and J. M. Williams, Fireman H. W. Carpenter and W. M. Malcomb, Conductor D. Bright, Brakemen M. A. Payne and H. A. Brady have received commendatory letters from the superintendent for good movement of their train under trying circumstances.

Brakeman D. Harmon has been commended for close attention and observation in handling his train.

F. E. Friend, agent, Gilmer, has been commended for close observation of passing trains.

Mr. Jobe Thayer, of Prestonia, found a broken rail and flagged passenger train 64, advising the crew, for which he has been thanked by the superintendent.

Agent R. L. Moore of Dundon, recently, through personal solicitation, secured two New York passengers who intended to use a competing line. For this he has been commended.

Engineer J. L. Davis has been specially commended by the superintendent for valuable assistance in opening the line up for traffic during recent washouts at Richwood.

Following engineers have been commended for making 100 per cent. or better in fuel performance during October, 1921: W. T. Spencer, W. T. Powell, W. E. Paisley, W. J. Johnson, H. Robinson, M. A. Henderson, R. E. Murphy, Thomas Farry, E. L. Jarrett, W. P. Paxton, R. J. Vassar, A. Morrison, Scott Mullins and A. B. Nicholas.

Wheeling Division

At 1.02 p. m., on July 30, Obie Matheny, son of Section Foreman I. Matheny, Mannington Section, while enjoying a swim at West Mannington, observed a car in a passing freight train making a peculiar noise and immediately left the water, ran to the track, and on examination found that the rail bore indications of a broken flange. He at once went to the nearest telephone booth and reported what he had found to the dispatcher, who immediately stopped the train at Glover Gap, had crew examine train and found Baltimore and Ohio car 142772 with sixteen inches of flange gone. This action which probably averted a serious accident, readily shows the interest taken in the Company's affairs by Foreman Matheny, displayed through his son. On being advised of his actions an appropriate letter of appreciation was written by Superintendent Gorsuch to Mr. Matheny, extending his sincere thanks for the son's vigilance.

New Castle Division

On October 25, while Track Foreman B. Shatto was walking along the track in his territory, he noticed broken flange on Grand Trunk car No. 76280. He signalled train crew, who stopped train and found 22 inches of broken flange on rear wheel of above car. His close observance in the safe movement of trains averted the possibility of an accident. Superintendent Stevens has written him a letter of appreciation.

Newark Division

On the night of November 12, during passing of No. 48, just east of the tower, Operator W. A. Romine, Bridgeville, Ohio, observed that there was something wrong with train or track. Upon investigation he found 4½ inches broken from ball of rail at joint. He immediately notified the dispatcher and prompt repairs were arranged for. He has been commended by the superintendent for his watchfulness and prompt action.

Operator C. I. Price, Heath, Ohio, observed something dragging while extra 2733 east was passing his tower on November 4. He signaled men on caboose and had train stopped. Inspection showed drop door on empty gondola dragging. Door was fastened up and car taken to Newark for repairs. Mr. Price has been commended by the superintendent for his vigilance and prompt action.

Cleveland Division

CLEVELAND, OHIO, November 7, 1921.
Mr. G. C. LOVE,
Conductor,
Lorain, Ohio.

Dear Sir—Understand that on November 7 you were in charge of engine 4007, west, and discovered a broken rail at Seville, Ohio. In order to prevent any other trains from passing over this, you stationed your flagman at this point and also notified sectionman to make repairs.

You certainly deserve credit for the manner in which you handled this situation and I want to commend you and assure you that I appreciate this kind of service.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent

CLEVELAND, OHIO, October 31, 1921.
Mr. M. R. REESE,
Operator,
Lake Junction.

Dear Sir—My attention has just been called to the fact that on October 13, when you were coming to work, you found the wing of frog in track just west of "CA" Tower standing open, and that you drove it back. This new spring frog was placed in the track on the previous day, but because of its being rusty and having a weak spring, it would not throw back. Also learn that you immediately notified the section foreman.

I certainly appreciate your careful observation and know that you probably averted an accident. I have arranged to place a commendatory entry on your record.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent

Chicago Division

GARRETT, IND., November 15, 1921.
Mr. CLADE BOWERS:

I have your note of November 9 stating that you notified train crew of engine 4320 of brake beam down on car; that train was stopped and the brake beam removed.

In all probability, if you had not noticed this an accident would have occurred. We desire to commend you for discovering this and the prompt action you took to stop the train.

Yours truly,
(Signed) S. U. HOOPER,
Superintendent

On November 12, Fred Eckert, second trick switchtender, West End, South Chicago Yard, played the role of hero. A woman had been struck by an Illinois Cen-

tral engine and was being tossed, when Fred grasped her and dragged her out of danger. Had he not been so quick-witted, she probably would have rolled under the engine and met death instantly. As it was she was just slightly injured. Mr. Eckert deserves much credit for his bravery. Fred has been in the service for about two years.

GARRETT, IND., October 27, 1921.

Mr. A. G. Lemert,
Operator,
Wellsboro, Ind.

Dear Sir—It has just come to my attention that on the morning of October 12, alertness and prompt action on your part in discovering hot box on car in extra east 4268, passing Wellsboro, resulted in having the car set off for repairs, thereby averting a possible serious accident.

We desire to commend you for your action in this connection.

Yours very truly,
(Signed) S. U. HOOPER,
Superintendent

GARRETT, IND., October 11, 1921.

Mr. R. W. RUGMAN,
Ticket Clerk,
Auburn Junction, Ind.

My dear Mr. Rugman—It has just come to my attention that on September 17, while train No. 9 was passing the station at Auburn Junction, action on your part averted a possible serious accident.

I desire to take this occasion not only to commend you, but to thank you for this display of interest and thoughtfulness.

Yours very truly,
(Signed) S. U. HOOPER,
Superintendent

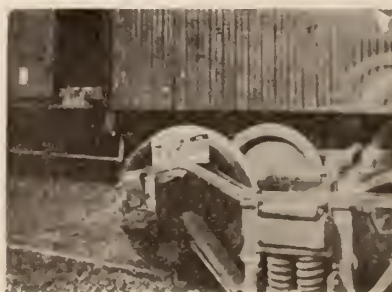
GARRETT, IND., November 15, 1921.
S. U. HOOPER:

On November 12, at about 4.15 p. m., Track Foreman H. Culp, Indiana Harbor, noticed brake beam dragging on N. & W. 77408, loaded with coal. The train was pulling out of westbound siding at Indiana Harbor, and Mr. Culp, notified the train crew, who, with the assistance of Mr. Culp, made light repairs which permitted the train to proceed with but little delay.

Yours truly,
(Signed) F. D. BATCHELOR,
Division Engineer

Toledo Division

On October 21, while riding in tool car with wreck train coming from Carlisle, R. O'Neil noticed broken arch bar on train extra No. 4554 that was passing. He signalled Conductor Coats, who stopped the train. The trucks were changed and Mr. O'Neil took the defective car to Dayton. A complimentary letter has been sent to Mr. O'Neil by Superintendent Mann. The accompanying picture shows the broken arch bar.



Broken arch bar detected by R. O'Neil

Mr. W. H. CRIST,
Chief Dispatcher,
Dayton, Ohio.

Operator C. Morris, Wayne Avenue, noticed something dragging on No. 55's engine going by. He notified conductor at depot and found brake rigging down. He also noticed brake rigging and beam down about 15 cars from caboose on Big Four 6009, west, following No. 55. He stopped them on bridge and found brake beam down and in bad shape. This would have caused a derailment at Miami City or going through bridge. Good work for this operator.

(Signed) G. E. REEL,
Dispatcher

Ohio Division

After the distribution of the August issue of the MAGAZINE, in which mention was made of the assistance rendered a sick passenger on No. 12, July 11, by Miss Lula Werring of Lowell, Ohio, it was brought to our attention by another employee, that brakeman C. S. Roberts, on duty on this train, also rendered valuable assistance to this sick passenger. After train departed from Chillicothe, while passing through the coaches, he observed her condition and immediately offered his assistance. As the sick lady continued getting worse, he accompanied her to the Pullman, where she was given a berth in the drawing room by the Pullman conductor. After Miss Werring offered her services and Brakeman Roberts saw that the sick lady was being taken care of, he sent a telegram to the relatives notifying them as to her condition, doing this at his own expense. He has been commended for the action taken and for the assistance rendered.

On October 9, while extra 2862 was passing through Blanchester, Crossing Watchman "Tim" Ludden, called conductor's attention to brake beam down on one of the cars. By the time air was applied and train stopped, car with brake beam down was passing over the crossing and had torn several crossing planks loose. Action taken by Crossing Watchman Ludden in this instance indicates that he has the interest of the Company at heart. He has been commended.

Epigrams of W. C. Bowhay

Special Agent

Did you ever see a man make use of the tin foil he saved? Neither did we.

The first talking machine was originated in the Garden of Eden, but "Tom" Edison copped the credit.

A number of widows realize that Hubby's obituary was more beautiful than truthful.

Many a true heart beats beneath a dirty shirt, but somehow the girls don't seem to discover them.

When the 1921 model June bride finds the green lines made by the lavalliere charm he gave her, the honeymoon is embalmed.

When you look at some girls' husbands it's easier to believe that a woman doesn't know what she wants.

Lying may not get you anywhere, but it often keeps you away from places you don't want to visit.

If there is some good in the worst of us then there must be some honey in a garbage can, but it takes a "durned" good bee to get it out.



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBECK

Merry Christmas!

If at any time the present Law Department correspondent of the MAGAZINE should relinquish his pen, J. Ronald Horsey of this office is hereby nominated to succeed him. Mr. Horsey, secretary to Charles Radley Webber, is always cheery in his manner. He says he reads the Law Department contribution to the MAGAZINE first, and then he follows Mr. Young's practice of making a commendatory observation regarding it, that is, if the contribution calls for it; a sort of putting yourself in the other fellow's place. Such treatment is buoyant. Mr. Horsey's newspaper letters are worth reading. I find them in the Sun and in the News, and he is not afraid to sign his name.

The Ticket Supply Department

In my meanderings about the building I have run across the Ticket Supply Department on the first floor. J. E. Beatty is in charge, and it is proper that his work be placed upon the front page, so to speak. His force of eight workers carry out the practice of getting business for the Baltimore and Ohio whenever possible, and this is Mr. Beatty's custom on all occasions. Moreover, it is his custom to vacate an eligible seat to a pay passenger on our trains, whenever required. He says he feels better after doing it.

Yes, thank you, the Law Department is still at it, winning cases here and there, and losing very few. It might have some leisure if it were only possible to check litigants from plunging into court and giving us worry and trouble. And then too, litigation is expensive. This is a thing the litigant realizes afterwards.

Now that we are well launched for the winter's work, battling for the Baltimore and Ohio, let us get down to business and to our best. A young gentleman on the Staten Island boat the other Sunday told me that he always reads the Law Department's contribution in the MAGAZINE, and some of my friends away out in Chicago do the same thing, so with an audience extending along our entire line I am inclined to sermonize just a little.

I think we ought to keep at the work of getting business for the road whenever we can. In the diner on No. 503 from New

York, on last Sunday night, I made it clear to my *vis-a-vis* that our equipment was of the best; that our scenery is unexcelled, and that I set my watch time and again by the running of our trains.

I wish I had seventy pages of space instead of three in which to expand on this very topic.

Office of Vice President, Operation and Maintenance

Merry Christmas!

J. C. Wilkins was born April 1, 1890, Baltimore, Md., ("Goose Hill," now "Webster Heights"). Spent most of his boyhood days in the vicinity of Ferry Bar and Back River, where he learned the art of swimming, which later assisted him in winning the State Championship (1910).

Entered the service of the Railroad in 1916 and has steadily won promotion until he attained the sublime degree of inspector Fuel Service.

Mr. Wilkins was a member of the American Expeditionary Forces, located in Chillicothe, Ohio, and while in the army cultivated a rare taste for *Beans*, and it is understood that in anticipation of the recent car shortage, Mr. Wilkins stocked his larder with sufficient of his favorite vegetable to last through the winter months.

Mr. Wilkins and Fuel Distributor C. N.



J. C. Wilkins, fuel inspector

Beyerly, are dancing masters of rare ability, having served as dancing instructors at Gwynn Oak Park and Riverview, respectively. However, it might be here stated that while they are both masters of their own line, both differ, in that Mr. Wilkins' instructions are of the cake-eating variety, while Mr. Beyerly's are of the classic.

Mr. Wilkins is honored by a wife and one son.

Car Service Department

Correspondents,

J. T. LEAN and H. V. OBERENDER

The correspondents take this opportunity to extend to our department a Merry Christmas and a Happy and Prosperous New Year.

We claim to have the best bowling team in the league, barring none. Our record at the time this note was presented for publication shows how we stand. The team has rolled 30 games, has an average of 480.9 pins per game. The team is nobly manned by Bortner, captain; Donald, Guerke, R. O. Smith, J. T. Lean and Bryan, five of whom constituted the regular team. The lowest individual average for the team bowler is 96.4 for 26 games. R. O. Smith has the highest individual average in the league for three games, it being 115.3 pins.

Misses Marie Bopp, Aline McKnew and Mrs. E. Weller, returned from their vacation a few weeks ago after thrilling experiences. They travelled to Miami Shores by rail and returned from Savannah by water. They struck a storm and the captain asked them if they wanted to get off at Jacksonville or keep on to Baltimore. "No, captain," they said, "We'll brave these storms all the way." All they saw on the trip was their stateroom, nor did they eat any meals. They enjoyed the trip through all of this.

Wedding bells have been ringing in this office quite frequently here of late. Carl Wolf joined the ranks of benedicts on October 19. The office presented him with a beautiful mahogany clock.

Hartman Barber and Miss Mamie Price surprised us all when they let us know that they had been secretly married at Alexandria, Va., on September 18, 1920. Well, Hartman, old boy, you certainly did fool us all.

Harry Bredehoeft, another one of our local record clerks, journeyed to New York on November 14, where he was married. He will spend his honeymoon at New York and Niagara Falls.

Miss Edith Weickert recently resigned from the service to be married on Thanksgiving Day.

Best Wishes to the brides and grooms!

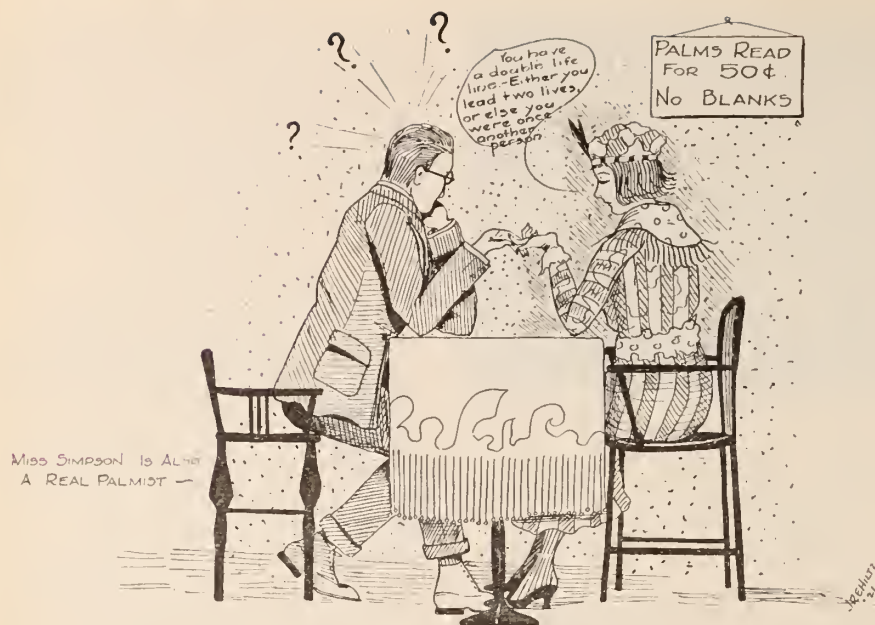
It is with regret that we learn of the death of Mr. Owens, father of Miss Mercia Owens, one of our foreign record clerks.

We are glad to have George McClelland, clerk, Demurrage Bureau, with us again.

Mrs. Pearl Murray has recovered from a recent operation and we hope to have her back with us very shortly.

Miss Ruth Norris, one of our local recorders, recently resigned from the service to accept a position in Washington. We wish her luck.

"Robbie" seems to think this is daylight savings time or else he has something on his mind. The other day he started out to lunch at 11 o'clock. Evidently he was hungry.



Oh, you Engineering Department!

Our Mr. Wette, trace clerk, recently celebrated his 40th birthday. He was kindly remembered by his fellow clerks, who presented him with many useful gifts.

Engineering Department

Correspondent, OSWALD EDEN

To the members of this department, and to the other employees of this great system, I extend the heartiest of best wishes for a Merry Christmas and a Happy New Year. Let us all be thankful that we have all been spared through another year. Let us look back over the past year and try to point out to ourselves where we, individually, fell short of our ideals. Let us, on the morrow, 1922, make a resolution that we will try to do each task that is assigned to us a little better than we did the year before.

Boys, don't go gunning! I tell you 's no use! Milton Fleagle shot 'em all on Armistice Day.

No mention has been made in the preceding issues of the MAGAZINE concerning the two bowling teams that represent the engineering department. At this writing, November 14, the engineer of buildings' team has played 30 games, winning 19 and losing 11, with a percentage of about 632. The chief engineer's team has also played 30 games, although only winning 17 for a percentage of 566. But look out, E. of B.! The C. E. is after your scalp, as are the rest of the teams who come between them and top place.

"Spike" Schanze will hereafter be known in these columns as "Count." We want to please him, as he imagines that his blonde mustache disguises him. It has now been growing very steadily for seventeen months and can be seen with the naked eye at a distance of five feet at mid-day (when the sun is shining bright).

When "Jerry" took his vacation the office was as quiet as a church mouse.

One of our "engineers" has been recently hard at work preparing his property for the coming winter. He hid himself down to the local office of a nationally known roofing company, purchased several large buckets of tar, and armed with a large

brush, set out to cover the roof. His first ascent was made under somewhat adverse weather conditions; the wind on that day being quite high. After he had passed over the cornice via a ladder, he heard a loud crash. Looking around and down he discovered that he and the ladder had parted company, for far below on the sidewalk he saw that which had made his ascent possible. His hair stood on end. Why? Because he was marooned on the roof and there was not a trap-door in sight, that is, not on his side of the street. What was he to do? Ah-ha! A thought struck him. The faithful spouse was in-doors, but if she knew of his predicament she would rush to his assistance. Leaning over the edge of the roof he yelled with all his might "OH WIFE! COME 'ERE QUICK!" Thereupon the expected happened. The door flew open and a feminine figure rushed out, gazing skyward. "Yes Dear," floated upward to our hero. A "Romeo and Juliet" scene then followed, after which the "engineer" lowered a rope (which his fairy god-mother had sent up with him). Friend wife tied the rope to the ladder, our hero pulled it upward, came down by way of the ladder and the two of them lived happily ever after. (Note—Farbeit from my disclosing your name, Alvie—Correspondent.)

"Field work" on a Saturday afternoon during the "fall season" turned out to be quite profitable for a number of people in our office.

September was a banner month in our department so far as "Pa" Stork was concerned. To Mr. and Mrs. J. Ford Collison he brought a baby girl; to Mr. and Mrs. J. E. Burke he brought a baby boy; to Mr. and Mrs. R. H. Bell he brought a baby girl. Uncle Sam is deprived of more money. Congratulations have already been passed around.

And she says she is not in love. Ask Miss Delahay what was uppermost in her mind on the day she paraded up Charles Street with her work apron on—and on the morning that she got off at the 12th floor and wandered around trying to get her bearings.

At this time of the year thoughts turn to animated Christmas gardens. We wonder how many of the proud fathers of the engi-

neering department will follow the examples of last year set by Messrs J. E. Schueler, J. W. Linnbaum and a few others. "Joe" Kemp should certainly be in this class this year.

Who is the "sweet young thing" that M. T. generally meets during his lunch hour at the Charles Street entrance?

For some time J. Ford Collison, correspondent, district engineer Mather's office, sported a "rum blossom." We know the pain must have been intense while you had it, Ford, and we sympathize, but honestly you looked so cute with the added ornament that we could not help but comment on it.

"Mrs. Nellie Meyers Hunter, daughter of Dr. and Mrs. S. N. Meyers, Martinsburg, W. Va., was married yesterday in Washington to Captain Richard Stuart Hunter, Winchester, Va., and Baltimore, son of the late Major Robert W. Hunter. The ceremony was performed by the Rev. Dr. Charles Wood, pastor of the church of the Covenant. The bride was given in marriage by her father, only the immediate families being present. The bride was the widow of Edmund Pendleton Hunter. Captain Hunter is a graduate of the University of Georgia, and for 20 years had been chief bridge inspector of the engineering department of the Baltimore and Ohio Railroad. After an extended wedding trip Mr. and Mrs. Hunter will be at "home" at the Gilman Apartments."—Baltimore Sun, November 13.

The members of the Engineering Department extend their congratulations.

"What was the matter with the Engineering Department?" was one of the few queries flung at me a few hours after the October issue of the MAGAZINE had been received and distributed. It is no easy job to keep track of a hundred or more persons scattered all over the system. To those who have, I quote below a little poem taken from the Water Tower:

If you have a bit of news, send it in;
Or a joke that will amuse, send it in;
An incident that's true,
A story that is new,
Or a photograph or two—send it in.

Will your story make us laugh? send it in;
Never mind about the style,
If the story is worth while,
And may help, or cause a smile, send it in.

Grateful acknowledgement is made to those who have from time to time contributed to this column, and who have also helped me in putting our department "on the map."

Freight Tariff Bureau

Correspondents,

F. W. RUPPERT, C. A. WAGNER

To all readers we extend our best wishes for a very Merry Christmas and a Happy New Year. It is our sincere wish that business soon goes back to pre-war volume.

We have a bright outlook for the future so we should all join in the Christmas Spirit, laying aside our troubles and worries to make merry for the most wonderful season in all the year.

GOOD LUCK TO ALL! Correspondents,

Freight Tariff Bureau.

A poet in our midst!

October

October, Oh October, you're as lovely as the May,
The mocking birds and cardinals are with us every day.

The woodpeckers are tapping at the willows
in the lane,
The flowers blooming just as if old Summer'd
come again.

(Second Spasm)

The gray squirrel comes a hopping, his
bright eyes seem to say,
"I wonder if the lady has a nut for me
today."
The butterflies are dancing in the garden all
day long,
The cricket in the evening chirps his cheery
little song.

(Grand Finale)

Our coal is in the cellar, eleven tons or more,
And we don't care how soon J. Frost comes
rapping at our door.

C. C. S.

We feel for you, Mr. Schwartz, but we
fear it is a gone case.

More Bunk

To Miss———
Her cheeks like mirrors
Do reflect the tints of radiant roses,
Her lips the bloom of cherry blossoms in
merry month of May.
The star shine in her eyes reveals the sky
blue color,
She is delight; I have no more to say.

(Inspired)

Dear Readers—There is no sense to the
above nor does it sound like poetry, but the
author says he can do much better, al-
though up to the present all the rest has
been worse.

N. E. O.

We feel it our duty to extend sympathy
to John F. Hager and his great nightmare,
a Hupmobile. At anytime whatsoever one
may find said "Hup." in repair shop, under-
going an operation of some sort for the
popular automobile diseases. I appeal to
the employes of the Tariff Bureau and their
sense of humanity to make an ante for the
purpose of presenting Mr. Hager with a
regular car, possibly a Ford, if we can
"a-ford" it.

The following is list of members of Duck-
pin League representing Tariff Bureau:

M. E. Prenger, E. M. Hoos, F. E. Heisey,
B. E. Miller, F. W. Ruppert, M. I. Zimmer-
man, W. P. Roberts, E. J. Lynch, W. N.
Oren, G. Herschel and R. F. Mullinix.

Although they had a bad start, losing
each and every game, in their last set-to,
they won by a great margin. Their oppo-
nents did not show up. (Forfeit) (Great
players, these.)

As had been predicted, Chester was set
to St. Louis to O. K. some proof on a certain
tariff, but he left his better half at home,
forgetting he had proof in Baltimore to at-
tend to.

When last mentioned proof was received
and data could not be found, it was learned
he had carried the dope along with him, but
we accepted his apologies, as it seems he
was just recently married and had not as
yet got his full mind down to tariff work.
However, the wires were kept hot with
Lew's information on the subject.

We regret very much the death of Mrs.
Sarah Kernan, inother of William J. Kernan,
one of our esteemed clerks.

Mrs. Kernan died on October 26, after a
long spell of sickness.

The sympathy of the office was expressed
and a floral design presented in token of
our sorrow.

Our Honor Roll

On November 15, Lindsay L. Bawzel,
rounded out 35 years of service with the
Railroad, having entered the service on
November 15, 1886, as a clerk at Mt. Clare

Freight Station. On April 4, 1901, he was
transferred to the Tariff Bureau; in 1902 and
1903 he served as a member of the House of
Delegates at Annapolis, Md.

Mr. Bawzel is one of our oldest employes
and has given the best of service throughout
his whole career. We congratulate him
and wish him the best success in the many
years we hope he will remain with us.

Fuel Agent's Office

Correspondent, P. L. EBAUGH

Merry Christmas!

Thomas H. Moore, chief clerk to Fuel
Agent, has returned from a recent cruise on
the Great Lakes, on the "palatial" Steamer
Denmark. Incidentally Mr. Moore has
rounded out over thirty two years of service,
and he has our best wishes for many more
years of usefulness among us.

A certain young lady of our office has
been going weekly to the Peabody Institute
for piano lessons. We can all look forward
to having a Miss Paderewski in our midst.
Keep it up, Jennie.

It has lately been customary that when-
ever the team representing our office in the
bowling league won a game some one treated
the members of the team and their ladies.
We are not mentioning any names, but one
J. R. S. should take notice that his turn is
about due.

J. A. S. recently announced that he was
having trouble in sleeping at night. We
suggest as a cure that he try walking the
floor with it.

Mail and Express Traffic Department

Correspondent, T. E. REESE, Chief Clerk

Merry Christmas!

On Saturday evening November 5, a
party in honor of the "bride and groom"
Mr. and Mrs. George M. Gorman, was given
at the residence of J. C. McCahan, Jr.,
manager, Mail and Express Traffic Depart-
ment. Mrs. Gorman was formerly Miss
Jewell R. Hilton, secretary to Mr.
McCahan.



— "E.M.B." IS AN ENERGETIC SEEKER
AFTER A CERTAIN CARTOON-MAKER —

Pictorially speaking in the Valuation Department

Entertainment was planned by Mrs.
McCahan, to whom all are indebted for a
most enjoyable evening. Decorations were
composed of autumn leaves and chrysanthemums which were artistically arranged.
Miss Mabel H. Cross accompanied by Miss
Margaret McCahan, sang "Perfect Day"
and "At Dawning;" Mr. David E. Green
gave several of his comic recitations; saxo-
phone and clarinet duets were played; the
"groom" performed several new sleight-of-
hand tricks; Mr. Glen McCahan gave a
violin solo accompanied by Miss Kissling.
Refreshments were served; followed by a
dance and games.

Those present from the office were:
Misses Cora E. Rhodrick, Mabel H. Cross,
Hilda M. Spedden, Virginia L. Kennerly;
Messrs. R. W. Allison, David E. Green and
wife, T. E. and Mrs. Reese, and numerous
others.

After such a delightful evening the ques-
tion "Who will be the next?" was unani-
mously raised.

Telegraph Department

Correspondent, DELLA M. HAIN

To the Officers and Employes of the Balti-
more and Ohio Railroad:

I take this means of expressing to you
my best wishes for a Merry Christmas and
a very Happy New Year. I also desire to
thank you for the many expressions of
sympathy and good cheer received during
my illness, which covered a greater part of
the past year. These acted as a stimulant
and had much to do with my ultimate re-
covery.

As to the business outlook of the future
—many of the misunderstandings, with their
subsequent difficulties—seem to have been
cleared away—and I am optimistic as to
the results to be obtained in 1922. Full
steam ahead!

C. A. PLUMLY,
Superintendent Telegraph

Transportation Department

Correspondent, L. K. BURNS

Merry Christmas to Everybody!

The condensed schedules recently passed
out by W. B. Calloway, passenger traffic
manager, when he gave us a little talk re-

garding the boosting of passenger business between here and New York, seem to be bringing forth results.

A few weeks ago Travelling Car Agent Molz handed one of these condensed schedules to a friend at his club, who, he felt, could make use of it. About a week later, while at the club, Mr. Molz overheard a little argument between the man to whom he gave the schedule and another as to what line should be used to New York. The party to whom the card was given certainly gave the Baltimore and Ohio a boost, and through his persuasion, won the other fellow over to at least give us a trial. We feel that the trial will be a means of his using our line from now on between Baltimore and New York, as well as between other points.

Misses Blase and Jones, representing the Transportation Department, attended a meeting of the Near East Relief, at which a motion picture "Alice in Hungerland" was shown. This picture, together with the talk given by Mrs. Florence Duryea, national director of the Woman's Division of the Near East Relief Committee, brought home to those present the suffering of these people through sickness and starvation. Our department responded very generously to the appeal, \$75.00 being raised.

Three of the young ladies of this department, viz: Misses Clark, Foster and Kepler, are taking a course in business English at the Polytechnic Institute.

George Loeblein continues to make purchases—this time, however, it was not a dog license but a pair of shoes. After bringing the shoes home George discovered he had bought a pig in the bag, for close examination developed that another person had worn these shoes over some rough roads. Loeblein, with a delegation from the office, went to the store and had the money refunded, but only after a hot debate in which George showed the store-keeper that some cinders were embedded in the soles of the shoes.

We had a surprise sprung on us when our friend Genevieve McCann informed us about the last of October that her name had been changed about ten months ago. Yes, she is now Mrs. A. W. Kabernagle, they having been married in Philadelphia prior to Mr. Kabernagle's leaving on a voyage to South American and European ports.

Mr. Kabernagle is at present an officer of the Merchant Marine, having served during the war in the United States Navy. He is a graduate of Baltimore Polytechnic Institute as well as the University of Pennsylvania.

During the time the former Miss McCann was with us she made a host of friends and the absence of her smiling countenance is felt by all. Our best wishes have been expressed to Mr. and Mrs. Kabernagle through our presenting them with a sterling silver carving set and six salad forks.



In this group are Mrs. F. N. Daugherty, wife of special representative; Operator F. J. and Mrs. Demmer and their young "skipper" about to start on a fishing party.

Timber Preservation Department

Mt. Royal Station

Correspondent, HARTMAN BRIGHT

To the Employees of the Timber Preservation Department:

May your Christmas be a merry one, and the New Year find you in the full enjoyment of health and happiness—is the sincere wish of

Your friend and co-worker,

(Signed) F. J. ANGIER,

Superintendent

Auditor Disbursements

Correspondent, JOHN C. SVEC

Merry Christmas!

Miss Coster, our efficient stenographer, spent Armistice Day visiting her parents at Solomon's Island. She reports that ducks are growing feathers and most rabbits fur, which would seem to indicate a severe winter.

The accompanying picture is of Miss Anna A. Fitzpatrick, John Doyle, Miss Bessie M. Cusack and H. R. Meagher. From expressions it looks as though all are having a splendid time.

Office of Auditor Merchandise Receipts

Correspondent, P. HENRY STARKLAUF

The operative on Desk 4 dotes on this one—A very learned Englishman arriving in this country was about to put up at an inn where an old war-darkey was hostler.

The learned Englishman, feeling in a happy mood and wishing to have some fun at the darkey's expense, addressed him as follows:

"Extricate my quadruped, stabulate him, give him a sufficient quantity of nutritious ailment and when the aurora of dawn shall again illuminate the Oriental horizon, I shall reward thee with pecuniary assistance. At the same time you will oblige me by elevating your golgotha to the summit of your perecranium and make yourself familiar with that mode of egress, namely—the door of my apartment."

The darkey was quite overcome and rushing in to his master, he exclaimed, "Master, there's a Dutchman outside and he can't speak a word of English."

Weddings

Miss Florence E. White to J. Wilbur Fishpaugh, Revision Division, September 17, at the parsonage of the Hamilton Presbyterian Church by the pastor, Rev. L. S. Reichard.

Miss M. Vertalee Nieman, Interline Division, to Mr. Thomas McCusker, deputy United States shipping commissioner, at the home of the bride, October 26, by the Rev. W. F. Sauer of St. Ambrose's Church.

Miss Margaret Reinhold, Interline Division, to Mr. Clarence Sutch, November 12, by the Rev. B. F. Hynson of the Rogers Memorial Church.

A traveller on No. 1 on last Christmas eve, recently telling me of his varied experiences, said that shortly before midnight as train was proceeding under slow orders, it being quiet in the sleeper, he heard someone remark "Look at that, isn't it beautiful?" There on the mountain side somewhere between Clarksburg and Parkersburg, in the moonlight, was the Community Christmas tree with the assembled villagers singing the old, old Christmas Carols. Who can say where this was? At any rate, the traveller enjoyed his trip on the Baltimore and Ohio.



Oh, you rivals! Auditor Disbursements Office

Your correspondent was a passenger on No. 15, Cumberland to Pittsburgh, Saturday afternoon, October 1. Somewhere about Markleton Sanatorium, a young mountaineer girl got on with her brood of three. The gallantry of the conductor in assisting this young woman in finding seats, getting her children settled, and of the "brakie" in keeping his eye on her comfort and carrying the little tots off the train at Connellsville, caused many a passenger to take note. Your correspondent's attention was attracted by a fellow traveller who said, "What fine home men that crew must be," and there wasn't anything for me to say but "I'll tell the world they are the goods all right." So I'll tell 'em! To you and your crew, Cap'n S. M. Hebb, we extend our best wishes that you live long to so well represent the Baltimore and Ohio.

Quite evident that our passengers are still our guests.

Irving M. Hudgins, head clerk, Revision Department, is looking quite large, fine and handsome nowadays despite the fact that he is eligible for membership in the "Vets," rounding out 20 years service on October 18. Congratulations "Irv.!" (Lamped again.)

The spirit of our organization is one of "creating an atmosphere." Good fellowship should prevail and, with team work, results will come. This is Baltimore and Ohio spirit but should be felt and manifested at all times. Sincerest wishes for a Merry Christmas and a Happy New Year!

New York Terminals

Pier 22, North River, N. Y.

Correspondent, FRANK A. J. MANTHEY

We are again approaching the Christmas time. There are many things that we railroad employes, part of a great country's greatest machine, have to be thankful for. America's ideal is a true Democracy—a free nation built upon free labor—a country in which every man has a chance, and knows he has it. Work in this country is dignified and noble. Idle people of any class are despised. They menace the welfare of their fellow men. "The life worth living is worth working for."

In other countries, with social unrest, governments tottering and the "Red" propaganda of destruction everywhere, our fellow men have been less fortunate than we. America offers civil liberty to all, and with it an established and sturdy government insuring protection under the law to every citizen. Workers are compensated according to their ambitions. They are not suppressed, and special favor is the exception and not the rule. A year of adversity with us has been better than the best year in other countries.

The upward road is open to anyone. Men like Andrew Jackson and Abraham Lincoln, born in poverty, were able, by work, to become great presidents and great benefactors, and we should be thankful that every honest, earnest man has the same opportunity. The correspondent takes this opportunity to bid everyone in this division A Merry Christmas and A Bright and Prosperous New Year. He also thanks those who have so generously aided in preparing our monthly letters for the MAGAZINE.

Merry Christmas!

Staten Island Lines

Correspondent, G. J. GOOLIC

Merry Christmas!

The Second Annual Ball of the Employees' Mutual Benefit Association of the Staten Island Rapid Transit Railroad, was held recently at the Stapleton Club Rooms, Stapleton. The hall was crowded and was beautifully decorated. The stairs leading into the dance hall were draped in trimmings of white and gold, while the dance auditorium took the crowd by surprise when they entered. Every nook and corner was covered with white and gold decorations, and along the walls were large clusters of colored lights. The large stage was set off with ferns and palms and behind these all the latest dance hits were rendered by Capt. J. J. Price's full orchestra.

During the dances, song hits were rendered by Peggy O'Neil of New York, who had to respond to many encores.

The following were in charge: B. F. Kelly, president; E. E. McKinley, vice-president; J. B. Sharp, treasurer; G. J. Goolic, recording secretary; J. V. Costello, corresponding secretary.

Executive Committee: J. F. McGowan, W. P. Slattery and C. Wynans, Jr.

Floor Committee: F. T. Metcalfe, chairman; W. J. Raburn, H. Miller, H. Schneider, J. V. O'Reilly, C. Donnelly, W. Connell, F. Rebhan, D. McMullen, J. Trainor.

Reception Committee: E. J. Hamner, chairman, J. D. Gibb, J. L. Suesserott, E. Van Name, W. L. Dryden, A. L. Mickelsen, W. A. Deems, A. J. Conley, E. A. English.

Arrangement Committee: W. P. Slattery, chairman; G. J. Goolic, J. J. Lestrangle, J. B. Sharp, L. R. Van Horn, A. Roring, J. V. Costello, J. F. McGowan, H. W. Orde-man, P. Santoro, J. W. Turner.

Miss Helen Decker of Long Neck was pronounced "Queen of the Hot Dog Roast"



Conductor C. H. Bards and Extra Conductor C. H. White

held in that town, Election Night, November 8. Everything is hot-dogs with her now.

Fred Knaeble, clerk, Car Accountant's Office, has returned to duty after an extensive vacation trip throughout the South.

Miss Madaline Graebe, Lighterage Department has fully recovered from a nervous breakdown.

The friends of Mrs. K. O. Purcell extend their heartfelt sympathy in the loss of her father.

There is a certain young fellow at Pier 6, St. George, who roots for a first class foot-ball team from Port Richmond, which books, however, only second-class teams. His brother is on this team.

Trackman "Nick" Vitali is receiving congratulations over the arrival of a baby boy.

Clifton, Staten Island

The accompanying picture is of the Stores Department office force at this station. Reading from left to right we see: R. A. Mullings, clerk; W. G. Traister, division storekeeper; Eva Runnow, stenographer; M. M. Williamson, chief clerk; A. H. Anderson, clerk; L. Blake, clerk; A. W. Godfrey, clerk.

These make an efficient "crew" to handle the important work of issuing material.



B. F. Kelly, trainmaster, Staten Island, Mrs. Kelly, and their children, Bernard and Patricia

Baltimore Terminal Division

Agent's Office, Camden Station

Correspondent, W. H. BULL

We wish to extend to our forces hearty good wishes for a Merry Christmas and a Happy and Prosperous New Year.

(Signed) W. E. NEILSON, Agent.

P. J. TRUESCHLER, Asst. Agent.

Assistant Agent and Mrs. P. J. Treuschler are receiving congratulations from the office force and their many friends. Santa Claus, working overtime, and in the guise of the stork, has left them a fine boy. Mr. Treuschler's family is a growing one; it now numbers six, himself, wife, two boys and two girls.

The same old Santa Claus made an early visit to the house of C. E. and Mrs. (Emily Brown) Davidson, and left a daughter, who will be named Frances Arlene. Congratulations!

Bauernschub is telling some of our stories pictorially on the next page. Be sure to look them over and watch for others in future issues.

These cartoons put Camden on the map with other stations who have been telling their stories in pictures.

Superintendent's Office

Merry Christmas!

Boy, page Sherlock Holmes— Camden Station has a mystery that will go down in fame with those unanswerable queries "Who hit 'Billy' Patterson?" and "How old is Ann?" Our curly headed "Nick" Carter has turned Nimrod, and recently ventured into the wilds of Howard County in search of game, and, incidentally, a Sunday dinner. Next time we saw our "Nick" he acknowledged bagging one rabbit. Now we have the word of a certain gentleman (name furnished on application) that "Nick" could not hit the side of Camden Warehouse at twenty paces. Now for the mystery: How did Brer' Rabbit meet his end? Did he, with remarkable eyesight, see "Nick's" funny little mustache and laugh himself to death, or did he stumble over "Nick's" feet and break his fool neck; or did he die of untimely old age? Still again, far be it from us to cast aspersions at our gunner's veracity, but we saw bunnies on sale in Lexington Market for four bits per one.



Stores Department Force, Clifton, Staten Island

Mount Clare Shops

Correspondent, MISS MOLLIE ALBRECHT
Secretary to Superintendent

Merry Christmas and Happy New Year!

All Mount Clare employes join me in wishing our fellow-workers over the system



OH! HOW I WISH I COULD SLEEP DAVIDSON.

the happiest holiday season they have ever had! Funds may be slim this year, but we are all full of the holiday spirit, nevertheless, and we want you all to feel the same as we do!

Welfare News

The Mount Clare Welfare, Athletic and Pleasure Association opened the winter



NO USE OFFICER. KNOW DON'T BELIEVE IN SIGNS -

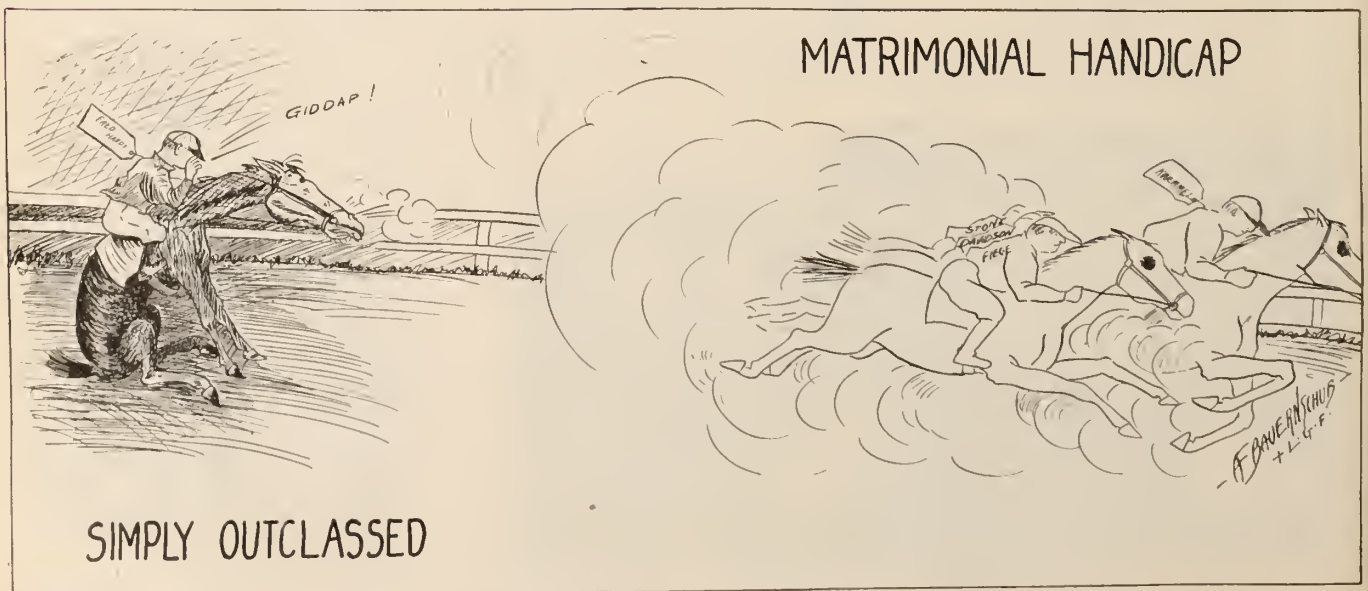
season with a carnival and dance at the new Lithuanian Hall, Hollins and Parkin Streets, on November 10. There was fun enough for all! The young men (with their ladies, of course), had the music to make them "shake their feet," and confetti to make them shake their heads and shoulders, so they were kept happy. The kiddies and "dads" had the ice cream and soft drinks to fall back on when the music held no more charms for them, and the "Mrs." has the drawing for the ham, 1/2 barrel of flour, 50 pounds of sugar, and the aluminum ham boiler to keep her busy. A little bit of entertainment was furnished by several members of the Wampole family, which was enjoyed by young and old alike. Now that the Welfare is in full swing again, we are looking forward to lots more entertainments, minstrels, and dances, so it's up to you, Mr. President, to give us what we want!

Tool Department

G. F. Kline, supervisor of shop machinery and hand tools, was married during September. We wish to extend our congratulations and best wishes, (although we think you have lots of nerve getting married right now, old dear, with everything so "turribly" high)!



SILVERMAN'S EIGHT-HOUR DAY NOW A THING OF THE PAST.



SIMPLY OUTCLASSSED

You will recognize some familiar faces about Camden Station in the above



Charles Weiner, assistant to surgeon,
Mt. Clare

Doctor's Office

The accompanying picture is that of our old friend Charles Weiner, assistant to the surgeon, Mt. Clare Shops. Charlie entered the service on February 1, 1910, as painter's assistant, under Mr. Wright. He served faithfully in this capacity for about six years, after which he left to take up his present duties as assistant to the surgeon at Arlington Avenue Gate. Here he is ready to attend to your cuts and bruises in a cheerful manner, and to remind you that "it might have been worse," or "50 years from now you won't know anything about it." He is well liked by all and is one of the famous Mt. Clare trio, Stempler, Garber and Weiner.

Drawing Room

Another boy has come to the household of W. R. Hedeman, to salute his "daddy." When Baby Hedeman looks up and sees his dad, he'll sure know that he is going to get up high in this world! Congratulations, Mr. Hedeman!

Little Miss Connelly is back with us again, and we are glad. Miss Connelly hasn't come in with her hair waved recently so she must be sure of the fellow. How about it, Miss Connelly?

"Els" Demitz is still with us, with her numerous love affairs. We don't need an "Aunt Ada" at Mt. Clare. Just go to "Els," and she'll give you advice. Good, sound advice, too. Try it once, and see!

Superintendent's Office

We are not at all surprised to see the rain today. Davis managed to get in early the other morning and was presented with a bouquet of flowers! We haven't found out yet whether or not the fragrance of the flowers drew him to the office earlier than usual, or whether the "Mrs." forgot to get his breakfast!

Now, if somebody would put flowers on my desk, it might bring me in at eight o'clock! You never can tell!



Gilbert and Curtis Raeuchle

Flue Plant

The accompanying picture will give you an idea of what kind of sons our men have. They are Gilbert and Curtis Raeuchle, sons of our Flue Plant Foreman. As you will note, they are quite able to "sit up and take notice."

Locust Point

Correspondent, ROSS GOULD

Merry Christmas!

On studying the accompanying picture very closely one would naturally fall into the error of supposing that the upper figure represented Lord Keddeston and the lower the Shah of Persia, the picture being taken on His Majesty's Imperial yacht. I regret however, to disillusion you on this matter, dear readers. The picture was taken on a steamer lying at Pier 9, Locust Point, and features two of our World War Veterans, members of the A. E. F. and incidentally clerks of the Baltimore and Ohio at Locust Point Freight Office.

You will no doubt notice the difference of expression on the faces of these two gentlemen. The upper one, that of John F. Pringer, registers annoyance; the lower that of J. Deschef, pleasure, indicating "She looks good to me." It is evident they were intently watching one of the fair sex when this was snapped.

Mr. Pringer's social engagements take up much of his time; in fact it has been rumored that he contemplates employing a social secretary to keep account of his dates. Mr. Deschef is better situated, he now has a secretary in the person of Mrs. Deschef; she will also have as an assistant, the young gentleman represented in the picture



Louis de Goey

on the Children's Page, "Jack" Deschef, (aged 1 year) who will help to provide "indoor sports" for his daddy.

The barn at the old homestead of our fellow clerk, James Dudley, was the scene of another glad gathering of the clerks and their friends at the barn dance given on Hallowe'en night. Some of the costumes were original. The burlesquers were there in full force, especially "Jim" Turner and L. DeGoey, who were masked as Uncle Tom and Little Eva. F. Berghoff made a hit as the Slim Princess.

The wife of our fellow clerk, J. S. Monaghan, is again in the hospital. We all wish her a quick recovery.

"Full many a gem of purest ray serene
The dark unfathomed caves of ocean bear.
Full many a flower is born to blush unseen,
And waste its sweetness on the desert air."

Thus we take pleasure in introducing to our readers Louis B. DeGoey, the gentleman in the accompanying photograph, and who now occupies the position of assistant to Chief Claim Clerk Brower, at Locust Point Freight Office.

His innate modesty and retiring disposition (not unlike the modest violet) have retarded my efforts in presenting him ere now, by by consistent efforts, and the help of friends, we have at last succeeded in getting his picture.

While it is a good likeness, it fails to portray the many fine qualities of the man as we know him and that we have discovered since our association with him.

"By your works ye shall know them" is well exemplified in the person and character of Mr. DeGoey, a loyal employe, a faithful friend and a Christian gentleman, one who is always seeking to benefit his fellow men. He entered the service of the Baltimore and Ohio, Chase's Wharf, in 1878. Since that date his loyalty to the Company has been unquestioned and his duties have been performed with conscientious fidelity. His pleasing personality has endeared him to us all, and we sincerely hope that we may be permitted to enjoy many more years of his companionship. He is a member of the Veterans' Association and takes great interest in the deliberations of that body.

Business is slightly better with us but we can stand a whole lot more!



John Pringer and J. Deschef



Office force of yardmaster, Mt. Clare

—Photograph by Brakeman L. C. Piper

The accompanying picture is of the Yardmaster's office force at Mount Clare Junction—left to right, standing: E. J. Farley, clerk; J. C. Pundt, clerk; J. F. Tierney, clerk; G. F. Judge, clerk.

Sitting: C. G. Deems, chief clerk; C. M. Gray, yardmaster; A. G. Hopkins, general yardmaster; J. M. Brennan, clerk.

Baltimore Division

Correspondent, W. H. TARR,

Superintendent's Office, Camden Station

Merry Christmas!

Assistant Train Master J. C. Basford and Division Operator H. K. Hartman enjoyed their vacation by shooting duck on the Susquehanna River. We are told that ducks were plentiful. It is also stated that G. D. Coleman, assistant road foreman, went duck hunting and brought down thirty-six ducks with one shot. We are from Missouri, Barney.

Several furloughed brakemen have been called back on the east end and two cabooses were put on during the month of November, one in way train service and the other in pool service. This is an indication that business is picking up.

Train Dispatcher W. S. Eccleston, "DO" Office, had the misfortune to cut off his thumb while sawing wood. The wound has healed and he is now back at the key.

Miss M. M. Hogan, GS-1 clerk, "DO" Office, has left the service. The position has been filled by D. E. Reese.

George K. Seibert, after taking a tour of Europe on his honeymoon, is now back at the key. Mr. Seibert is an extra train dispatcher, "DO" Office.

Brakeman G. C. Hammond, who was gassed over seas, has had a relapse and is in the hospital at Philadelphia. He is getting along as well as can be expected. We hope for a speedy recovery.

Brakeman E. F. Enochs, who was injured at Singerly on October 20, is in University Hospital, Baltimore, and is recovering as well as can be expected. Mr. Enochs slipped on ties loaded in a gondola car and fell and injured his back.

During the racing season at Laurel in October, or for a period of 23 days, 117,800

persons were hauled without injury to a single individual. The equipment was first class and the handling of the people to and from the race track has brought forth compliments from various sources.

Chief Train Dispatcher A. N. Peters, Train Dispatcher A. P. Level and R. J. Manning, secretary to the superintendent, Monongah Division, paid us a visit during the Laurel Races.

East Side, Philadelphia

Correspondent, CHARLES MINNICK,

Boiler Clerk

Merry Christmas!

The "ETERNAL QUESTION" in the Yardmaster's Office every morning, "Where ARE those books from the West?"

The "OFFICIAL" song of the Index Clerks—"SUNNY TENNESSEE" as rendered by "Bobby" Miggins and Arthur Needham.

We are glad to see that the "OLD DODGER," alias "Jim" Simpson, is back with us again after an absence of about 5 months.

We hope he keeps the job permanently. Long may he wave.

"Bobby" McKeown is the sole owner of the one and only penknife in the office since "Charlie" Mahoney's knife disappeared mysteriously.

It is reported that there has been an increase in the crops this season. Just look at Claude Jackson's new mustache and you will understand why.

We have a new chief clerk in the Master Mechanic's Office, Mr. "Bob" Merryman, formerly of Riverside Shops. From all indications he seems to have made a favorable impression. We wish him all success and assure him of our heartiest co-operation.

Passenger Station, 24th and Chestnut Sts.

Correspondent, CHARLES T. ALLEN

Merry Christmas!

The clerks of the Philadelphia Division extend their best wishes for a "Merry Christmas and Happy New Year" to all.

Our stationmaster, H. S. Biser, recently enjoyed a motor trip to Cumberland, Md.

Mrs. Metzger, matron at this station, who has been ill for some weeks, has returned.

The cause of "Bill" Le Brocq's happy smile is the arrival of a son. We wonder if his vocabulary will be like his Dad's. We wonder. "Ship Ahoy."

Brunswick

Correspondent, R. L. MUCH, Conductor

Merry Christmas!

The Baltimore and Ohio Veterans held a social on November 4, in the auditorium of the Y. M. C. A. About 60 members were present. Sandwiches were provided by the Ladies' Auxiliary, under their able president, Mrs. H. C. Allgire. Coffee was served by the men under W. R. Smith, their president, assisted by Kirk Compton, the popular train dispatcher, west-bound yard. New resolutions were adopted and plans made for a stronger organization of Baltimore and Ohio men and their wives.

One of the busiest men on the Baltimore and Ohio is Trainmaster John McCabe. He is here, there and everywhere; always wearing a pleasant smile. But look out boys, when he wants to see you for something you "didn't do."



SOME OF THE "FAIR ONES", DIVISION ACCOUNTANT'S OFFICE

1. O. L. Hamilton, R. H. Richardson, H. A. Gilchrist and C. M. Machin, the Accountant's Office "Reckling Crew,"—we reckon so. 2. Standing, Misses Isabel Gillin and Dorothy Pierce; seated Misses Alice Abel and Helen Dean. 3. Chief Clerk H. S. Benedict and his stenographer, Fred Held. 4. Miss Gladys Davis, enjoying the sunshine of lunch hour. 5. Isabel Gillin, Mr. Jones and Helen Dean

Washington, D. C. Freight Station
Correspondent, W. L. WHITING, Chief Clerk

A Merry Christmas and a Happy New Year to All!

And, if by one little word of kindness or one little kind act it is possible to make our neighbor's Christmas a little merrier and his New Year a little happier, let the word and act be forthcoming. By so doing we shall also add to our own pleasure and happiness during the coming year.

After all it is service that counts, not only in our personal relations with one another, but in business matters as well. This is evidenced by the following letters that were recently received at this office:

CHEVROLET MOTOR COMPANY OF MARYLAND

BALTIMORE, MD., October 31, 1921.

D. M. FISHER, Agent,
Baltimore and Ohio Railroad Company,
Washington, D. C.

Dear Sir—We want to thank you for the attention given our letter of the 24th inst. M. C. Car 91587 arrived at your station at 1 a. m. on October 28 and we received your letter at 8.30 a. m. on October 29. Service increases the Railroad revenue more than solicitation.

Yours very truly,
(Signed) H. G. SEMMONS,
Sales Manager

THE CUDAHY PACKING COMPANY
CHICAGO, October 21, 1921.

D. M. FISHER, Freight Agent,
Baltimore and Ohio Railroad Company,
Washington, D. C.

Dear Sir—Referring to your letter of October 14, suggesting the cancellation of Demurrage Average Agreement: No Sir, we do not want you to cancel this agreement. From now on you will probably receive more business than in the past for the reason that our produce business will be handled in carloads instead of L. C. L.

We commence to route our meat shipments Baltimore and Ohio commencing Monday of this week.

Yours truly,
(Signed) THE CUDAHY PACKING CO.
O. O. Rex.

Such letters as these speak for themselves, and it is only right to add that the promise contained in the letter from the Cudahy Company has been nobly fulfilled.

The Grim Reaper has once more visited our little community. On October 19, the wife of our co-worker, Paul K. Lee, passed to her rest Above, having succumbed to the dread disease of dropsy, from which she has suffered for about five months. This is the second death in Paul's family within a few months, his father having died a short

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Delightfully practical; Surprisingly Comfortable.

Nu-Way or EXCELLO

RUBBERLESS SUSPENDERS
Men like the comfy slip-loop back and easy Spring Stretch. No strain on garments; no "pull" on shoulders. Year's Wear Guaranteed. Price 75c

Nu-Way Garters equally popular. The Spring Stretch doesn't bind the leg. Price 50c.

Ladies and children enjoy Nu-Way Spring Stretch Corset Sew-Ons and Hose Supporters. Surprisingly comfortable and durable. Only 25c.

Ask Your Dealer, or send direct. Look for Guarantee Label on every pair.

NU-WAY STRETCH SUSPENDER CO., Mfrs.
2112 Mott Bldg. Adrian, Mich.

time ago. The heartfelt sympathies of all his friends are extended to Mr. Lee in his hour of great bereavement.

It is a pleasure to report that the ever watchful stork was hanging around the town of Laurel, Md., lately, and paused long enough over the home of Yard Delivery Clerk W. S. Coates, to convert that gentle man into a genuine floor-walker. Daddy was absent from his post in the yard one day, and when he appeared on the following morning he seemed to have grown several inches. There were few prouder or happier men around this station than "Bill" Coates, when with his usual happy smile he reported the addition of seven solid pounds of good, healthy baby boy stock to his home.

Congratulations, Bill! Let the good work go on!

Referring to previous paragraphs regarding service, the following letter is interesting:

Re Campaign to increase business—
At Philadelphia, November 9, 1921.
D. M. FISHER, Agent,
Washington, D. C.

I am very glad indeed to receive your letter of November 3, advising comparative statement for August, 1921, and October, 1921, and wish to take this opportunity to congratulate you on the fine showing you have made and assure you that it is very much appreciated.

(Signed) F. G. HOSKINS,
Superintendent

In connection with the above letter the following figures will be of interest, showing the work done in this district on account of the Increased Revenue Campaign:

REVENUE AUGUST	REVENUE EXPECTED OCTOBER	REVENUE OBTAINED OCTOBER	INCREASE EXPECTED	INCREASE OBTAINED
\$683,285	\$779,773	\$837,938	14.1%	22.6%

This is for the entire Washington District, including the outlying stations as well as the New York Avenue Station. It is gratifying to state that the New York Ave. Station made an increase of 28 per cent. in October over August.

This record is the highest on the Baltimore Division.



How Ex-Weighmaster Davis, of Keyser, spends his Sundays off

Please mention our magazine when writing advertisers

Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
JOHN SELL, *L. P. Clerk, Superintendent's Office*

Keyser, W. Va.

Correspondent, HARRY B. KNIGHT

Merry Christmas!

A. M. Wilt

On October 27, Engineman A. M. Wilt, a popular railroader and one of Keyser's most promising citizens, passed away. His death was caused by appendicitis, for which he had just been operated on.

Mr. Wilt was 43 years old. Besides his wife, four children survive him. These are Mabel, Virginia, Hilda and Robert. He also leaves a mother, two sisters, and eight brothers.

He was a member of the Brotherhood of Locomotive Engineers, of the Masonic Lodge, and of the Methodist Episcopal Church, South. His funeral was held on Saturday, October 29, interment in Queen's Point Cemetery, Keyser.

J. W. Ravenscraft, member of the Cumberland Division Veteran's Association, who has been bedfast at his home, 107 West Piedmont Street, Keyser, W. Va., since September 16, as a result of paralysis, was presented with a Fifty Year Active Service Emblem, by Harry Allison, president of the Association, on October 30.

The emblem was in commemoration of the esteem in which Mr. Ravenscraft is held by his fellow employes and in honor of his service record with the Company of 53 years and five months.

Mr. Ravenscraft entered our service in the car department at Piedmont, his birthplace, on May 1, 1868. He remained in that department until September 16 this year, when he was stricken with paralysis. In addition to Mr. Ravenscraft's long record he is the oldest supervisor in that department.

Mr. Ravenscraft was informed by the visiting committee that at least 500 fellow members of the Veteran's Association have pledged themselves to render any assistance their comrade might require, while incapacitated.

Two sons of Mr. Ravenscraft are in the Company's service; one has served the company for 18 years and the other for ten years.

Mr. Ravenscraft has been very active in the Veteran's Association, having secured more than 100 members. During his long service with the Company he has been on the relief list but twice, once in 1888 and at the present time. He was never furloughed nor suspended.

We are sorry to report the continued illness of Yard Engineman George P. Warner,

at his home on Mineral Street, Keyser. Mr. Warner has been a faithful employe for a great many years and his prolonged sickness is regretted by his fellow employes.

Pittsburgh Division

Correspondents

E. V. FAIRGRIEVE, *Car Distributor, Office of General Superintendent*

ELMER H. STOLTZ, *Pittsburgh Freight Station*

Merry Christmas!

A number of friends and neighbors surprised D. L. Burns, popular Baltimore and Ohio conductor, running between Pittsburgh and Cumberland, on Halloween night at his home in Hazelwood. This was the occasion of Mr. Burns' sixty-second birthday. The guests were masked. After masks were removed, the evening was spent in music and the donkey puzzle. The birthday cake was not forgotten.

Mrs. Burns assisted by her daughter-in-law, Mrs. S. J. Burns, served a splendid lunch, which was heartily enjoyed.

The following persons were present:

Mrs. S. J. Burns and daughter Vesta; Mr. and Mrs. H. E. Rodgers and son; Mr. and Mrs. W. J. O'Neal, three daughters and two sons; Mr. G. W. Long and Miss Long; Mrs. Lewis and daughter, Velma; Mrs. C. B. Lane; Mrs. H. K. Daugherty; all of Hazelwood, Pa.; Mr. and Mrs. John Brewer, Mrs. Higgs and son, Samuel, all of Brad-dock, Pa.

David Lewis Burns was born on October 31, 1859, at Palo Alto, Bedford County, Pennsylvania. He was a son of James Burns and Jane (Evans) Burns. He was educated in the public schools at Burns Mills. In October, 1882, he entered the service of the Pennsylvania Railroad, and in May, 1885, he was transferred to the Baltimore and Ohio Railroad as trainman. He was promoted to passenger conductor in August, 1896, which position he still retains.

He is a member of the Order of Railway Conductors, the I. O. F. and the Benevolent and Protective Order of Elks, of Morgantown, West Virginia. He is a member of the Christian Church of Hazelwood, and treasurer of the Veterans Association of the Pittsburgh Division.

Mr. Burns was married on June 8, 1884, to Mary Catherine, daughter of Samuel and Lavinia (Baker) Miller, of Hyndman. They have been the parents of five children, of whom only one, S. J. Burns, Baltimore and Ohio fireman, survives. All his friends join in wishing Mr. Burns many more happy birthdays.

Glenwood Round House

Correspondent

MARY A. BREEN, *stenographer to Master Mechanic*

Merry Christmas!

To Engineer W. N. Gallagher, in the loss of his wife, our most sincere sympathy is extended.

Machinist Oyler can now boast quite a representation—twin girls. Mercy, "Bill"! Girls are an awfully expensive proposition.

Pipefitter E. V. Gisbert is also walking on air. It's a boy, and Vince tells us that from the way it yells, he thinks it won't be long until he's calling signals in the best football games in town.

Please mention our magazine when writing advertisers



Passenger Conductor D. L. Burns

We have several good hunters in our midst—in fact, they are so interested in hunting that when they go on a trip, they fall fast asleep. One of them, "Hornie," was dreaming dreams that must have been pretty excitable, for he wakened to find himself staring into the countenance of a bear which later turned out to be a rabbit.

"Louie" Edwards and "Bill" Smith decided that they would try their luck in the hunting session. Forthwith, they betook themselves to the wilds of Callery, Pa., and wasted eight good shots on a supposed-to-be rabbit. Tender-hearted persons that they are, they went to pick up the silenced creature and found it to be, not a rabbit, but a groundhog. Some hunters!

Clarence Rush, pipefitter apprentice, stole a march on us and signed up for life. He singled it to the town of Wellsburg, W. Va., several months ago, but decided it would be pretty nice to double-head back. We haven't seen any cigars on it but you know, "Rushie," better late than never. Even cigarettes will do.

Pipefitter Norman Downing also entered the bonds on November 5. A short wedding trip was taken but as yet we have been unable to ascertain whether it was to Soho Beach or to Versailles. The most interesting feature of this wedding was the fact that Machinist R. M. Irwin was drafted (yes, actually drafted) into service as best man, and we are led to believe that he was the busiest person at the wedding, taking all kinds of notes. This looks as tho' he's getting lined up for himself. Of course, our suspicions may be groundless, but then—

A certain young lady has been rather down in the mouth lately, over the loss of her diary. Surely, all the boys in the Round House have had time to read it over since it was taken and the poor girl is about heart-broken. Come across, boys; it is awful to be in love and then wake up to find your romance (in the shape of a diary) exposed to the Glenwood Round House.

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent, Weston, W. Va.*

Merry Christmas and The Best of Luck to Every One for 1922!

Dear Folks—When these few lines reach you, Christmas will be with us once again, and a few days later, 1922 will be here. Here's a little thought for you for 1922:

"If you want success

It will come your way,
Just work while you work,
And play while you play.

"This little method
If used each day
Will hasten your success
Along Life's way.

"Just work while you work
And play while you play
And you will soon find
That you'll win some day." Selected.

During the past month the Charleston Division has had a good month's business, the best so far this year. We hope it will continue.

Great excitement has occurred in this far away neck of the woods. I know you will all be interested in knowing that our confirmed old "bach," John T. Staples, chief dispatcher, has taken unto himself a wife. You don't believe it? Well it's true just the same. If you want to come down to Weston we'll prove it. John took his vacation and told everyone he was going to visit his folks in Virginia. He did, but on way back, he stopped somewhere, met the future Mrs. Staples, and the deed was did. He certainly put one over on every one. However, we extend our sincere and hearty congratulations to the happy couple.

Did you ever give any serious thought to our Relief Department, and realize what a fine thing it is? Do you know that it's the cheapest and best insurance there is, and do you know that they make deductions from your pay if you want them to and put this amount in a bank book for you every month, paying good interest, without your having any trouble banking? Do you know that if you want to buy a home there's no way better than through the Relief Department? THINK IT OVER and come on in, the water's fine. The Superintendent's Office is now 100 per cent. Relief Department members, and Savings Feature too. We believe that if we are not mistaken, the whole building with the possible exception of a few, are also in it, and we are after the others to make it absolutely 100 per cent. Even the "Baby" of the office, the only one in the building under 21 is in the game. Ask her, she'll tell you.

Did you folks ever hear the tale of the Rusty Wire Chaser. If not ask Mrs. Trouble Shooter. She will give you a good story. Then there's another story about one of the girls in the Superintendent's Office having become the proud possessor of a flashing diamond. We cannot vouch for it absolutely, but inquire for yourselves. We are sorry to report that we have missed the smiling face and stogie of Assistant Chief Clerk Pickens, who has been laid up with rheumatism. Latest reports indicate

that he is progressing favorably, and hopes to be out shortly. We all wish him the best of luck and a prompt return.

Over in Gassaway we have a new young lady stenographer. She heard all about the Charleston Division away out in Chilli-cothe, and decided she would like to be one of our family; so we introduce to our folks Miss Helen Byerley, and bid her welcome to the fold.

Too many foreign cars on the Division today, boys. Get out your guns and chase them home. Remember a dollar a day soon mounts up.

Did you know that "Peg" and Irene McCormick went all the way down to San Antone, Texas for their vacation last month? We were all quite worried while they were absent. You know their home is in Ellamore, and there's SOME difference between the two cities. However, they are back safe and sound, and report having a fine time. They also saw Miss Helen Lloyd, formerly of our office here, and report her doing well.

Superintendent Trapnell, Major Brooke and Master Mechanic Burkely recently spent a couple of days going over the Cumberland, Connellsville and Pittsburgh Divisions. They were much impressed with what they saw. By the way, it's just as easy to keep your place clean and tidy as it is to keep it dirty, and when our general officers make the trip over the Division, it's more creditable to your officers and yourselves if you show that you are a "Go o Housekeeper."

The family of Trainmaster Deegan has moved to Weston, much to the joy of W. C. D., who has been looking for a house for some time. We welcome them to our town.

"Pee Wee," from Gassaway, comes over every few days to look after what he calls the "Branch Line," and then he returns for a few days more to what he calls the "Main Line." So both sides are in good hands. He says he will finally get things straightened out to his satisfaction if he can travel a little more.

Cumberland Shop Band and others, look to your laurels!

The accompanying picture is of the Charleston Division Band, Weston, W. Va. The members are:

Standing (left to right): Lloyd Clem, tuba; Harry Kurtz, baritone; Jess Clem, tenor; Kelly Bragg, tenor; R. R. Hutchison, trombone; W. C. Burroughs, alto; Herbert Jarvis, trombone; Harvey Clem, alto; Dorr Bright, tenor; Dominick Bell,



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clarinet; Victor Serrino, clarinet. Front row (left to right): J. L. Thrash, clarinet; S. P. Reese, piccolo; Warder Berry, B-flat cornet; Thomas Jarvis, bass drum; C. D. Vassar, director; James Ferry, Jr., snare drum; Arvil Ramsburg, B-flat cornet; Argyl Butcher, B-flat cornet; Frank Butcher B-flat cornet; L. G. Thrash, B-flat cornet.

Just got comfortably started writing my letter, and here we are at the bottom of the third page. Your correspondent hopes to get a vacation soon, and when he does he's going to make a point to go to Baltimore and see that Editor man, and ask him how he expects us to tell all the news of an important Division like ours in three pages. Might as well ask one of you girls to tell you where they went last night in a FEW words. However, he's the boss, and so we'll have to stop. Read that letter from Mr. Willard in the last issue of the MAGAZINE, and see what failure to be COURTEOUS to our patrons means. It's a good lesson. THINK ABOUT IT.



A bully picture of a bully lot of men—the Charleston Division Band

Hillell says "Do not do to any other what thou wouldst not have him do to you; this is the whole law, the rest is merely comment." True, isn't it?

Wheeling Division

Benwood Shop

Correspondent, ANGELA JUNE APPLEGATE

Our superintendent takes this occasion to wish all of the employes a Merry Christmas and a Prosperous New Year. He also extends his appreciation for the good performance during the past year and requests that the good work be continued during the ensuing one.

R. R. Price, chairman, Engineering Corps, Wheeling, and Miss Agnes Anderson were quietly married in Baltimore on October 22. Congratulations and best wishes for a happy future!

Holloway, Ohio

I wish every employe under my jurisdiction a Merry Christmas and a Happy and Prosperous New Year. I also desire to thank each one for his hearty cooperation during the past year.

(Signed) H. C. FOWLER,
General Yard Master

I wish to extend to each and every employe under my jurisdiction, who has faithfully cooperated during the past year of 1921 and put forth his best efforts to make our work a success, my heartiest Greetings. I hope that each and every one will feel the real Christmas spirit and use it to bring to him and to me the peace of mind that one feels when a year is well spent in doing what is best for the Company. With this Christmas spirit let us hope that a close companionship can be formed between us that will engender a spirit than can be carried into the next year and make our work together one grand success.

(Signed) M. STEVENS,
Car Foreman

With the year 1921 drawing to a close, I wish to express to my fellow employes at Holloway appreciation of the loyal support and hearty cooperation manifested. Holiday Greetings to all!

(Signed) W. J. DIXON,
Assistant Master Mechanic

The foregoing letters from the officials of Holloway to the employes of this vicinity are sufficient explanation of why our operation has been such a success.

We have several new arrivals at Holloway: H. E. Whitner, of Parkersburg, W. Va., is now day general foreman; E. C. Beck, of Clarksburg, W. Va., is now night general foreman; C. Wilson, of Columbus, Ohio, is the new chief clerk to the master mechanic.

Jerry Hamilton, of Parkersburg, W. Va., is now on the coal billing agent's staff.

It has just been learned that there is a new arrival at the home of Brakeman H. R. Sweeney. It's a girl. Felicitations!

We all wondered why Brakeman "Shorty" Phillips is among the missing every Sunday, but upon making inquiries we discovered that "she" has moved somewhere on the Newark Division. Mr. Phillips also confided to us that in the near future a certain young lady is to become Mrs. Phillips. We extend congratulations to "Shorty."

Miss White, Car Department, promised us some notes from that department and to date has failed to deliver same, but as we failed to specify that we wanted them for

this issue, perhaps she will have them for the January or February issue.

Carl Miller, former correspondent, "put one over on us" completely. It seems that Carl and Edna had been married for some time, but kept the little secret to themselves. We extend our heartiest congratulations.

Grover C. Hamilton, baggagemaster on trains 61 and 62, has returned to his duties after a long illness. While we regret to lose G. E. Glover, we are all very glad to see "Red" back.

Western Lines

Cincinnati Terminals

Correspondent JOSEPH BEEL, Chief Clerk to Superintendent of Terminals

Merry Christmas!

Our most eminent statesman, John R. Zureick, councilman of Elmwood, says, "I am for the People and against the Public." What do you mean, John?

Car Repairer "Ben" Galway has taken unto himself a better half for the second time. Our best wishes go with him and his wife.

Martin Moran, Sr., passed from this life on October 31. He had been turn-table operator at Ivorydale since 1917 and is missed from his post. He was a faithful employe.

Great Work!

Much activity and interest is being shown at present in the reclamation of outside metal car roofs at Ivorydale shops. Approximately 260 roofs having been reclaimed and applied to cars since August 15, an average of 30 roofs being applied each week at this point. Much credit is due to General Foreman Haas, along with Mr. Hesselbrock, tool room foreman; H. Hill, assistant car foreman, and Pipefitter and Air Brake Foreman Paul Haaf, for the ingenuity in devising labor saving machines which are being used in the tin shop. Credit is also due Car Foreman W. L. Morton for his untiring efforts to keep Ivorydale to the front in this work.

Wonder why "Bert" Golden makes so many trips to Sanders, Ky? Perhaps its moonshine ! ! ! !

We regret that our fellow-employe, Martin M. Madden, Stores Department, Storrs, has been off duty for several weeks with a fractured heel resulting from an accident while performing his duties as section stockman. We hope to see "Mart" back on the job in the near future.

Our local storekeeper, E. Westlund, has recently moved from Cincinnati to Ludlow, Kentucky. We now fear that Mr. Westlund will be obliged to give up his American citizenship and become a subject of that nation.

Terrible Tragedy at Storrs

J. M. Shay left a partly smoked cigar in the Storeroom Office recently, which was unintentionally "scrapped." Mr. Shay tried to "reclaim" it, but found that it had been stepped upon.

Harry J. "Kid" Hocks, star boxer and wrestler at Storrs, will meet all comers at his weight (provided that each challenger is blind in one eye and cannot see out of the other).

New Castle Division

Correspondent, J. A. JACKSON

We extend to the readers of the MAGAZINE, and especially to the employes of the New Castle Division, our greetings for a Happy Christmastide. May the season kindle in our hearts the spirit of helpfulness and willingness to give. May we remember the sick, the crippled and the hungry, all the unfortunates whom it was the special pleasure of the Master to serve.

Congratulations to Chief Dispatcher and Mrs. G. H. Sarf on the arrival of a ten pound baby girl, Marion Lucille.

E. M. Forbes, freight conductor, New Castle Division, was elected to the office of councilman at Willard, Ohio, at the November election. Mr. Forbes is one of the oldest conductors on the division, having been in the service of the Baltimore and Ohio since September 5, 1894. His host of friends on the New Castle Division are extending him congratulations on his successful campaign.

J. S. Gaston, yard clerk, New Castle Junction, is passing around the "best smokes in town," the result of a visit from "Old Friend Stork," who left an eight pound baby boy on November 2.

Master Mechanic J. A. Tschuor, New Castle Junction, has purchased a new home on West Madison Avenue. He will occupy it after the holidays.

Don't forget that friend of yours who is going to take a trip. Just remind him of the safest and best Railroad in the country—the Baltimore and Ohio. You will be doubly repaid for your efforts in the satisfaction of knowing that he will be extended every convenience and courtesy possible, for his welfare and comfort. Moreover, you will be surprised to learn how easy it is to make new friends for yourself and the Baltimore and Ohio. TRY IT.

The best resolution for continued happiness in your home for the New Year; "SAFETY FIRST," today, tomorrow and every day of your life.

Here are pictures of Mr. and Mrs. W. D. Reed of DeForest, Ohio, who celebrated their Golden Wedding Anniversary on October 3, an account of which appeared in the November issue of our MAGAZINE.

G. W. Miles, car distributor, New Castle Junction, J. L. Thoman, yardmaster, DeForest Junction, and P. E. Baker, freight conductor, succeeded in bagging 23 "cotton tails," on a recent hunting trip through the wilds of Trumbull County, Ohio. We always knew this trio would make a name for themselves some day, and they are already planning on going after the big stuff next year—(save me an old grizzly bear and a couple of small elephants).

Newark Division

Correspondents

W. E. LAIRD, Chief Clerk, Newark, Ohio

A. D. LIST, Newark, (Ohio) Shops

Greetings—A Very Merry Christmas and Happy New Year To All!

It is reported that our esteemed third trick chief dispatcher spent a day at Buckeye Lake not long ago in company with one of the high state officials. We are unable to say who rowed the boat.

If you want a hunting license, ask for Mendenhall.

Word reaches us that "Bob" White, with his \$100.00 traveling bag has left us

bound for Chicago, and that the trip is being made in the interest of the "Grape Fruit King" at Lore City.

After wondering a long time, we have just discovered that the big noise occasionally jarring our ear drums was not from the Baltimore and Ohio Boiler shop, but that it was Dispatcher "Barney" Freill out for an afternoon spin in his automobile.

Brakeman F. D. Elder comes in for special mention. At different times while back flagging he has picked up a total of 100 pounds of nuts along the right of way and turned them over to the master mechanic at Newark. Fine!

We have information on which we feel we can safely predict that by the time this goes to print, Time Clerk Evan D. Lloyd will be introducing a happy young lady to the force in the Division Accountant's Office and buying cigars for the boys.

Employees of the Newark Division generally were much shocked and grieved to learn of the recent fatal accident to Bridge Foreman Van Huffman, who was struck and instantly killed by engine of train 47 at Zanesville, Ohio. Mr. Huffman had been in the employ of the Railroad for 27 years. He was well known by the larger number of employes on the Newark Division, all of whom held a warm friendship for him, and sincerely mourn his sudden death.

It is with a good deal of disinclination that one attempts to draw a lesson from the tragic death of a fellow workman whom everybody respected and loved. The circumstances of the untimely death of Foreman Van Huffman, nevertheless, point to an instant's forgetfulness, and if there is any good that can be gotten out of an accident of this kind, which brings sorrow to a host of friends and loved ones, it is the lesson of carefulness. This is the thought that our safety warnings bring home to us—to stop, look and listen before crossing railroad tracks.

The Railroad has lost a useful and efficient employee; the family has lost a loving husband, father and grandfather. We extend to the family our deepest sympathy.

Cleveland Division

Correspondents

- A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio
 E. L. MILLER, *Chief Clerk to Division Freight Agent*, Akron, Ohio
 H. B. SMITH, *Supervising Agent*, Cleveland, Ohio
 W. E. BRUGH, *Clerk to Trainmaster*, Massillon, Ohio

Office of Division Freight Agent

Correspondent, C. H. GRONINGER
 Merry Christmas!

Have you noticed the diamond ring that Miss Mabel Gaser is flashing on her left hand? Some of the boys are ready to congratulate "Pat" Dugan, valuation man, who has his office in the passenger station, Cleveland.

G. H. Kaiser, road foreman of engines, reports having a restful vacation, only making a few local trips.

We regret to announce the death of Engineer J. H. Courtright on October 16, when crown sheet on engine 2077 dropped one-half mile east of Seville, Ohio. Our sympathy is extended to his family.

Please help the correspondents of the division by reporting to them all interesting items concerning employes and their families.

Chicago Division

F. N. SHULTZ, *Division Operator*, Garrett, Ind.

ESTHER J. SPREENBERG, *Clerk*, South Chicago
 MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett Ind.

Garrett, Indiana

A Merry Christmas and Happy and Prosperous New Year to each and every member of The Baltimore and Ohio Family!

Business on the Chicago Division is on the pick up and has improved to the extent that employes are being recalled in all departments.

Say, Girls, I'm going to give you a little confidential news. Are you aware that we have among us a new stenographer? Well, we have, in the person of John Dwyer. He is now stenographer to Storekeeper W. H. Dean, vice Miss Marguerite Roan, who has resigned to enter the big ship Matrimony. Here is what information I have been able to gather concerning this new stenographer: He is single, aged 27 years, good looking, brunette. He was transferred from Newark, Ohio. Mr. Dwyer, we welcome you to our midst.

John E. Ellington, machinist helper, Garrett, and Mrs. Daisy Griswold, of Kendallville were very quietly married at Albion, on November 12. After a brief honeymoon spent at Cleveland and Canton, they will be at home to their friends at 703 South Randolph Street, Garrett. Congratulations!

Fireman A. W. Bauer, who was injured on engine 5101, train 37, at Wolf Lake Yards, some time ago, is recovering nicely.

F. S. Deveny, superintendent Chicago Terminal, and former engineer on Chicago Division, spent several days with friends in this city and also attended to duties in connection with his office. We are always glad to see you, "Fred," call again.

Fireman J. E. Cripe, who is a patient at Sacred Heart Hospital, is recovering nicely from an attack of typhoid fever.

Engineer and Mrs. J. F. Mitchell are leaving in a few days to spend the winter in Florida. Engineer Mitchell is the oldest engineer in point of service on the Chicago Division.

Mrs. George Bowersox, widow of the late engineer, is contemplating leaving within the next few weeks for Los Angeles, Cal., where she will spend the winter with her son John, who is a movie star with Goldwyn.

Superintendent Stevens, New Castle Division, spent a few hours in this city, on Company's business. Mr. Stevens was former trainmaster on this division, and we are always glad to have our former associates call on us.

W. G. Hesslau, for more than a year claim agent, this division, was transferred to New Castle Division and Painsville District, effective November 1. His successor at this station is J. L. Allen, transferred from Pittsburgh. We extend good wishes to both these gentlemen.

Boilermaker Barney Johnston is recovering from an operation which he recently underwent at Sacred Heart Hospital. We wish him a speedy return of his former good health.

Brakeman and Mrs. Walter Burch announce the arrival of a son, Walter, Jr., at their home on October 1.

Machinist Helper and Mrs. Harold Kast announce the birth of a daughter, on October 8.



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Name.....Age.....
 Address.....
 City.....State.....

After an illness of more than seven years, William G. Kennedy died at his home, 307 Cowan Street on October 11. Mr. Kennedy was born on January 1, 1875, in Noble County. He was a resident of Garrett for the last seventeen years, and was employed as car repairman at the local shops, until ill health interfered. He is survived by the widow and two children, Carl and Jane, four brothers and three sisters. Funeral services were held at St. Peter and Paul's Church, this city, interment in Calvary Cemetery. We extend our sincere sympathy to the family in their sorrow.

Boilermaker Helper Apprentice E. L. Bapst has resumed his duties at the local

shops after an absence of several weeks because of an operation.

**South Chicago
A Merry Christmas
and a Happy New Year!**

We were delighted to receive a friendly note from our old friend, West Burke, from Grafton, W. Va., and to hear that he is again with the Baltimore and Ohio. Greetings from South Chicago and the West! Much success be yours!

Our assistant agent, Maurice Altherr, as chairman, has organized a Committee of Office and Yard Men. Meetings are held on each Tuesday afternoon, the purpose of which is to improve operating conditions in the South Chicago Terminals, and get a better understanding of Car Service Rules and general car handling. These meetings, it is thought, will be of great benefit to our Company.

Read the note on the Honor Roll page about Switchtender Fred Eckert, who saved a woman's life.

The accompanying photograph is that of little "Buddy" Lester, son of Mr. and Mrs. John Lester. Little "Buddy" has been entered in the Baby Contest just opening at Ascher's South Chicago Theatre. His Entry Number is 30. Keep this number in mind, cast your vote for "Buddy," and let's make him THE winner.

The local car department Bowling Team, L. Stack, captain, defeated the Locomotive Department Team, Thomas Hunter, captain. Score 2795 and 2771, for a total of three games.

Chicago Terminals

Correspondents

THOMAS H. WILLIAMS, F. S. DE VENY
Merry Christmas!

The accompanying photograph is of Miss Rose Byrnes, one of our competent telephone operators on the Chicago Terminal. She, like all our other "hello girls," is always ready to give any information she can, not only to employes but to the public in general. We appreciate her work.

"Charlie" Stewart, Accounting Department, better known as "Handsome Charlie," is making frequent visits to the Superintendent's Office. The boys are wondering what the sudden change in temperature is. Charlie, let us hear the good news.



"Buddy" Lester

John Maloney, special clerk, Superintendent's Office, claimed that his eyes were in A-No. 1 condition until a few days ago when John got orders to locate a car of "ELEPHANTS" in the depot. He failed to find them and the boys kindly donated the price of a good telescope for his close observation.

Charlie Hegley, examiner and recorder and veteran employe on the Chicago Terminal should get the "Carnegie" medal for speed on his typewriter. Judging from the repairs made to his machine lately, Charlie is not as slow as he looks. It was necessary to renew the crank shaft, repair the bearings and weld the frame.

"Mike" Carothers, the all around bowler on the Engineering team certainly gets the pins for his team with his famous "college" yell. Chief "Bull Rush" had nothing on "Mike" when he gets going.

It is rumored that a certain young lady from Lincoln Street is out in Sunny California and it is believed a certain fellow by the name of "Mack" is going to be there shortly.

Quite a few rumors have been floating around lately regarding the numerous trips to Terre Haute by one of our telephone operators. We have seen the finger several times but there seems to be nothing new, so there is only one thing to do—that is guess.

"Ye Ed." from Baltimore was recently a pleasant caller. While here he made the rash statement that the December issue would be out on December 5. The correspondent admired his optimism but suggested



Miss Rose Byrnes

that the promise was worth a wager, the result being that a box of cigars hangs in the balance. We thought it no more than fair to advise our friends of this and to notify them that as the Havanas will soon be on the way from Baltimore, we will not need any additional supplies of the same sort from then until a few days before Christmas—T. H. W.

Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

To all employes of the Baltimore and Ohio and every reader of the MAGAZINE, hearty Christmas Greetings are extended. May good health, prosperity, happiness and contentment abound to each one for the coming new year.

Due to increased business on the Ohio Division, it has been necessary to put five men on the right side of the engine and to recall that number of furloughed firemen. Several conductors and brakemen have also been "put back" on their old jobs. The more business, the more furloughed men recalled. **BOOST THE BALTIMORE AND OHIO AND GET BUSINESS!**

Our sympathy is extended to the family of Conductor Robert Spangenburg, who died at his home in Hamden, Ohio, after an illness of chronic stomach trouble for six months.

Elmer E. Dickson, conductor, passed away at his home on Carlyle Place, Chillicothe, Ohio, on Sunday, October 23. His death was caused by acute indigestion. His family and a host of friends mourn his death. To his sorrowing family goes the sympathy of all those who knew him.

It is with regret that we learn of the sudden death of Wilburt Oakes, fireman, on October 24. Our sympathy is extended to his widow.

Boiler Foreman F. J. Rahle is again smiling over the arrival of his second grandson, who is the son of furloughed Machinist Lawrence Rahle.

Our sympathy is extended to Machinist Helper S. Dray, in the loss of his small son, who died on October 25.

Locomotive Engineer Albert Mallow died at his home in Chillicothe on October 27, following an operation. He had been suffering for many weeks. He was in the service of this Company for twenty-three years,



1-Engineer Stone, Roundhouse Foreman Mershan, Drop Pit Foreman Wright, and General Boiler-maker Foreman La Flare. 2-Assistant Trainmaster J. F. Walsh, Lincoln St., and some of his admirers. (We'll trade places with him at any time). 3-A bit of standard track, Whiting, Ind. 4-Assistant Agent Battles, Lincoln St., and part of his office force



Crossing Watchman Forest A. Liebe and "Herb" Harris, coal shoveler, Greenfield, Ohio

and has many warm friends among the employees and his associates all of whom extend their heartfelt sympathy to his family.

Operator H. W. Jenkins "put one over on us" by taking unto himself a wife. Congratulations!

We regret to report the death of Brakeman E. A. Holley, who, while on train 1-97, at Athens on November 3, fell between cars of that train, having both legs crushed. He was rushed to the hospital and all efforts made to save his life but he did not rally.

Do not forget the blue flag when you go under a car or engine to make even minor repairs. It is furnished to be used, and its use may result in the saving of your life, as well as that of another. A miss is as good as a mile, but remember you are not always missed. **THINK AND ACT SAFETY FIRST.**

Classified Advertisements

Wanted: A match (or seven boxes will do)—R. H. W.

Wanted: To know how to play football, so will know when game is over—F. R. G. and W. G.

Lost: Two keys; J. J. C.

Found: A lost file—W. T. N.

Wanted: Something to eat—B. R. S. and M. I. C.

Wanted: To know how to keep out of a draft—O. B. F.

Wanted: An aspirin tablet—C. E. R.

Wanted: A good tip—F. F. E. and C. E. F.

Wanted: NEWS—The Correspondent.

O. E. Sorguis, chief clerk to division accountant, is seriously contemplating the use of non-skid shoes for dancing. Since the night of Armistice Day, he is a firm believer in SAFETY FIRST when engaging in tripping the "light fantastic." Any further information on this subject, can be obtained from him personally.

Coming event: Charles Conner, Division Accountant's office, we are informed, as purchased "the" ring, but official announcement has not as yet been made publicly. He has however, promised "one big party" to his fellow-workers.

Customer: "Have you frog legs?"

Waitress: No, I ain't, smarty. Me port skirt makes me look thata way!"
—Axident Ax.

Question: What is the longest word?
Answer: Smiles, because there's a mile between the first and last letter.—Exchange.

Indiana Division

Correspondent, H. S. ADAMS, Chief Clerk to Superintendent

To All Employees, Indiana Division:

Permit me to extend to you my best wishes for a very Merry Christmas and Happy New Year.

(Signed) J. B. CAROTHERS,
Acting Superintendent

To Employees, Indiana Division:

I wish you a Merry Christmas and A Happy New Year.

A Year big with Success and Achievement—a Year rich with the affection of those who are dear to you—a Year mellow with Happiness and Contentment.

(Signed) J. M. SHAY,
Master Mechanic

The William Henry Harrison Memorial Park Commission dedicated the William Henry Harrison Memorial Park at North Bend, Ohio, October 24, at which time ground was broken for the Park Gateway.

The William Henry Harrison tomb is located on a hill adjacent to the Baltimore and Ohio and may be seen from car window

ANSWER THIS PUZZLE WIN OAKLAND or \$1000.00

The operator of the movie machine in this theater decided to play a joke on his audience, so he threw these re-arranged "Movie" players' names on the screen.

To solve the Movie Puzzle, all you are required to do is to re-arrange the letters, so that they will spell the correct actor's or actress' name. No. 10 is Charlie Chaplin. If you can guess all ten you can win OAKLAND Automobile or \$1,000.

WHO ARE THEY?

- ① I PARCK MY FORD ⑥ WIRE THE PAL
- ② A FOUND A GLASSERIK ⑦ FUN MUST DRAIN
- ③ MAKER A CUTER GIRL ⑧ A LETS BEN CHEW
- ④ A BAD HEART ⑨ NEVER LYE BABY
- ⑤ WET A SATIN RAT ⑩ I PREACH ALL CHIN



Can You Answer This Puzzle? 25 Prizes Given

Probably you know the names of most of the famous "stars," but just to refresh your memory, we mention below the names of a few of the most popular "movie" players.

Charlie Chaplin, Charles Ray, Mary Pickford, Thomas Meighan, Dustin Farnum, Theda Bara, Douglas Fairbanks, Blanche Sweet, Mabel Normand, Marguerite Clark, Pearl White, Douglas McLean, Wallace Reid, Beverly Bayne, William Farnum, Alice Brady, Gloria Swanson, Anita Stewart, Pauline Frederick, Dorothy Gish.

ONLY 185 "POINTS" WINS AUTO

For each name that you arrange correctly, you will receive 10 "Points" toward the OAKLAND Automobile, or 100 "Points" in all, if you arrange all names correctly. You can gain 60 more "Points" by "Qualifying" your answer. That is, by proving that you have shown a copy of Mother's Magazine to five people during this Big Booster and Advertising Campaign. The final 25 "Points" will be awarded by three independent judges on the neatness, style, handwriting, and spelling of your answer.

The answer gaining 185 "Points" (which is the maximum) will win the OAKLAND Automobile, or \$1,000 in cash. Second highest will win \$750; third prize, \$500; and so on down the list of 25 big prizes. In case of a tie, both winners will receive same prize. Send in your answer TODAY. As soon as your answer is received, samples will be sent FREE, to assist you in qualifying. Contest closes January 14, 1922.

COSTS NOTHING TO TRY—YOU CAN WIN

You will not be asked to subscribe to Mothers' Magazine, nor spend one penny in order to win. We have given away THOUSANDS OF DOLLARS in Prizes. Jay Merry, Fairmont, Mont., just won \$1,000. You may be the next lucky winner. Write your answer to the Puzzle on one side of the paper, name and address in upper right hand corner. You can win—Answer the Puzzle NOW and send your solution to

W. C. WILSON, MOVIE EDITOR, MOTHERS' MAGAZINE, CHICAGO, ILLINOIS



Section Foreman Luther A. Huffman

when train is about 50 feet west of North Bend station.

William Henry Harrison was the ninth President of the United States and the first Ohio son to sit in the chair of the chief magistrate, all of which is of interest to the traveler and adds materially to the interesting points along our line.

We would like to know:

Why Miss Fox went to Indianapolis?

Why Becker is wearing an engagement ring?

Why Harrington goes to Chicago for "dancing lessons?"

Why Owens came to work in good clothes

the other day?

Why somebody else does not get married?

E. G. Mashcr, secretary to the superintendent for the last several years, became a benedict on November 8. The happy couple are now receiving congratulations of their many friends.

This being the last issue of the MAGAZINE for the year 1921, your correspondent desires to take this opportunity to thank all who have in any way assisted during the year, and to ask for a fuller cooperation during the succeeding months to the end that our allotted space in the MAGAZINE will be more interesting to all employees.

Some branches of the service seldom contribute and I am anxious to hear from anyone having something of general interest.

May I extend to you best wishes for A Merry Christmas and A Happy New Year.

Toledo Division

Correspondent, EDWARD M. MANNIX

East Dayton, Ohio

Superintendent R. B. Mann, Master Mechanic A. E. McMillan, and General Foreman W. A. Gilmore extend to the employees their Christmas Greetings, and wish to each and all "A Merry Christmas and a Happy New Year."

The men desire to acknowledge the kind greetings from our superintendent, master mechanic and general foreman, wishing to them and theirs full measures of blessings, with a renewed pledge of friendship so that we may remain as one big family for the year 1922.

Ere the appearance of the next issue of our MAGAZINE, the year 1921, will be past history. We bid the New Year Welcome, and receive it with a full determination to avoid the errors of the past, and a firm resolve to profit by the lessons it has taught.

We can refer with pride to the statement in the September Issue of our MAGAZINE, of President Willard, when he concluded his letter by saying: "I have never seen the men do better Railroading than they are doing today, never before in my experience of 40 years." This speaks volumes, and only proves that our men are loyal, obedient, conscientious and capable, and deserve great credit.

Edward Martindale, engineer on the South Local recently took his watch to one of our leading jewelers for repairs. When asked what he wanted done to it, he absent mindedly replied: "Set up the wedges."

The year goes by with a proud record for the East Dayton Roundhouse—not one delay in dispatchments in either yard or road service. This speaks well for our official forces, both day and night, and is fully appreciated by our general foreman and master mechanic.

As this is the closing issue of our MAGAZINE for the year, it is the desire of the writer to thank all for their kindness and consideration. We trust that the coming year will be one of peace and tranquility, where strife and dissention will be obliterated; where employers and employees will live according to Christ's proclamation, "Peace to all." I wish to all a Merry Christmas and a Happy New Year.



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A Library for our Workers and their Boys and Girls

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SHOES FOR THE ENTIRE FAMILY

JOHNSON CITY, N. Y.

ENDICOTT, N. Y.

Ask your dealer for E.-J. Shoes

In Memoriam

On Thursday morning the sad news reached us of the death of Mrs. Richard Whitfield, mother-in-law of M. P. Hoban, road foreman of engines, Toledo Division.

Mrs. Whitfield had made her home with her daughter, Mrs. M. P. Hoban, for a number of years, and was known to all the residents of East Dayton as a saintly, pious and charitable woman, loved by the grown as well as the little children. Her generous heart and acts of charity will long be remembered.

She was buried from Holy Family Church, with solemn requiem mass, and laid to rest in the family space at Calvary Cemetery.

To those surviving her we extend our sympathy.

Toledo

Assistant Correspondent, FRANK J. McMANUS

Merry Christmas!

The Toledo Passenger Club was organized on October 5, with 45 chartered members. Its first regular meeting was held on November 9 at Hotel Secor.

Messrs. J. P. Corcoran, D. P. A., Big Four R. R., was elected president; G. W. Norman, D. P. A., Pere Marquette R. R., vice president; Joseph O'Bryan, chief clerk, Passenger Department, Ann Arbor R. R., secretary; Clarence Haefner of Toledo Union Depot, treasurer. The organization is practically a social club. Passenger representatives, including ticket clerks outside of Toledo, are eligible to honorary membership.

ships, active membership being confined to Toledo representatives. The Club will give several yearly dances. It is now organizing a bowling club. It also expects to have a baseball club.

George Schaeffer, ticket seller, Consolidated Ticket Office, spent a part of his vacation working on his flivver in order that one of the young ladies in the auditing department at Union Station will not be compelled to walk to and from work.

The Union Depot and Consolidated Ticket Office Bowling teams have held two contests, each team having won one game. Had not the Consolidated Ticket Office boys reinforced their team with outside talent, the Depot boys would never have known they had an opponent.

Miss Betty Langly, telephone and information operator, Consolidated Ticket Office will leave on her vacation shortly. She is anticipating one of the new \$1.25 dinners aboard the Baltimore and Ohio enroute to Washington.

Division Accountant's Office, Dayton, Ohio
Assistant Correspondent, G. M. McBRIDE

Merry Christmas!

Walter Myers has returned from a pleasant vacation, visiting several cities of interest. At Columbus he spent some time in the Ohio penitentiary. Don't misunderstand me—Walter is a fairly peaceable chap and went there of his own volition.

Donald F. Harker and Myrtle Jane Beck-er were united in marriage at the Holy Angels Church at 7.30 a. m. on October 19. They left on a honeymoon to eastern points. "Don" is the son of C. H. Harker, travelling timekeeper out of Baltimore. Those attending the wedding from the Division Accounting Office where the groom is employed are: Misses Mary Myers, Mary Blandford, Luella Clayton, Gertie Mae McBride, Gertrude Hutzel and Mrs. Frances Townsend, "Dan" Kinninger and J. E. Fortman. Did "Don" get a beauty? I'll say he did.

Miss Sara McKenna spent her vacation in Louisville, among former friends. When Sara returns she will be ready to smile and get busy again.

R. R. Rose is spending his vacation in Sidney or on a farm near there. We understand that "Jack" is interested in chickens. What kind?

Miss Jessie Munch is recovering nicely after undergoing an operation for appendicitis at St. Elizabeth's Hospital. Everybody will be glad to welcome Jessie back on the job soon.

BOYS—Take note. "Ham" says you can have more fun hauling pretty girls around on a hand truck than you can if you buy a Ford and haul them around, and the girls enjoy it a great deal more.

"Joe" Kienhoefer spent his vacation somewhere between Cincinnati and Toledo. "Joe" says he was at home. Yes, but whose home?



Suggestions of the beautiful landscaping and horticulture maintained by the Kentucky and Indiana Terminal R. R. at Louisville, Ky. This property is owned in part by the Baltimore and Ohio and affords our entrance into Louisville

Lima, Ohio

Assistant Correspondent, RAY GARRIGUS

Merry Christmas!

Again our great world completes its mighty swing around the circle and the glorious Christmas Day is at hand. We wish all the officers and employes of the Best and Only Railroad a most Merry Christmas and Happy and Prosperous New Year.

Andy Stratton, yard conductor, is a real "Sherlock Holmes." It seems that two prisoners had escaped from the Lima State Hospital and were wandering around in the north yards, waiting for a freight train to pull out. They asked Mr. Stratton where they could go to get warm. "Andy" directed them to the scale house and then turned the key. The police were called and Mr. Stratton came in for several columns on the first page.

Ed. Bowdle was much troubled with a cold lately. "But I didn't think much about it," he says, "after I took a spoonful of furniture varnish by mistake for cough syrup."

Frank Barrett, car repairman, bought a pair of suspenders at a bargain. The price was so low he felt the wouldn't lose much even if they were no good. "I was wrong about that," he says, "I nearly lost my pants."

Mr. and Mrs. Roger Clay, blacksmith helper and wife, announce the arrival of a baby girl, Evelyn Margaret.

R. T. Ireland, work checker, and "Andy" Waller, car repairer, are on a hunting trip in western Canada. "Red" left with great hopes and chances are that he'll come back with the same thing.

"Sam" Wannamaker is still hunting "house bills."

Britt—"Gracious! Your mud guard is all smashed. Did you bump into something?"

Chew—"No, we were standing perfectly still when a fire hydrant skidded into us."

William Van Worner, freight conductor, was seriously injured in an accident at Sidney. When just out of Sidney, an air hose connection was broken and Van Worner was thrown to the floor of the caboose with such force as to inflict the injuries. He was rushed to a Lima hospital. We hope for his early recovery.

Congratulations! Born to Mr. and Mrs. Roland Baker, twins.

John Sellers, car repairer, and Earl Cornnes, switchman, are both passing around the cigars. Married? Of course!

A Real Officer

By E. W. Spille,
Pass Clerk, Cincinnati

THE Baltimore and Ohio Police Department boasts of one of the bravest officers in the business. His name is C. J. Booth, trainrider, Indiana Division, Cincinnati, Ohio. It certainly takes a great deal of nerve and grit to attempt to do what this man accomplished. The story is as follows:

While patrolling the Yards at Winton Place, Ohio, Officer Booth discovered five men (4 negroes and 1 white man) coming down the Baltimore and Ohio Railroad tracks, about 1.10 p. m. November 10. He stopped them and asked what they had under their coats; they told him they had some cabbage which they found lying along the railroad tracks. They looked suspicious

BALTIMORE AND OHIO GENERAL OFFICE DUCKPIN LEAGUE, Baltimore, Md.

Section A—Week ending November 12, 1921.

Teams	Total Games	Won	Lost	Percentage	Total Pins	Team Average
Car Service Department.....	30	23	7	.767	14426	480.9
Auditor Merchandise Receipts...	30	21	9	.700	14207	473.6
Comptroller.....	30	20	10	.667	14384	479.5
Adjustment Division.....	30	19	11	.633	13971	465.7
Motive Power Department.....	30	17	13	.567	14085	469.1
Coal Traffic Department.....	30	15	15	.500	14405	482.0
Purchasing Department.....	30	15	15	.500	13994	466.5
Freight Tariff Bureau.....	30	9	21	.300	13242	441.4
Auditor Passenger Receipts.....	30	7	23	.233	10760	358.7
Engr.—Accounting Bureau.....	30	4	26	.133	12042	401.4

High individual score 1 game, Struth, Auditor Merchandise Receipts.....146.0

High individual average 3 games, Smith, R. O., Car Service Department.....115.9

High team score 1 game, Coal Traffic Department.....539.0

High team average 3 games, Coal Traffic Department.....501.7

HIGH INDIVIDUAL AVERAGES.

Player	Team	Games	Total Pins	Average
Struth.....	Auditor Merchandise Receipts.....	30	3206	106.86
Sauerwein.....	Coal Traffic Department.....	30	3104	103.46
Gallery.....	Comptroller.....	30	3030	101.00
Knowles.....	Comptroller.....	27	2727	101.00
Walther.....	Purchasing Department.....	24	2424	101.00
Gaither.....	Auditor Merchandise Receipts.....	24	2379	99.13
Miller, R. C.....	Adjustment Division.....	24	2360	98.33
Bortner.....	Car Service Department.....	28	2748	98.14
Donald.....	Car Service Department.....	24	2349	97.88

Section B—Week ending November 12, 1921.

Teams	Total Games	Won	Lost	Percentage	Total Pins	Team Average
General Freight Claim Agent....	30	26	4	.867	14504	483.5
Transportation Department....	30	21	9	.700	13915	463.8
Engineer of Buildings.....	30	19	11	.633	13526	450.9
Auditor Passenger Receipts....	30	17	13	.567	14004	466.8
Chief Engineer.....	30	17	13	.567	13744	458.1
Auditor of Disbursements.....	30	16	14	.533	13900	463.3
Employment & Record Bureau....	30	10	20	.333	13251	441.7
Fuel Agent.....	30	9	21	.300	13009	433.6
Maintenance of Way Dept.....	30	7	23	.233	13188	439.6
Valuation Department.....	30	7	23	.233	13135	437.8

High individual score 1 game, Collins, Transportation Department.....146.0

High individual average 3 games—Boring, Auditor of Disbursements.....115.0

Correll, General Freight Claim Agent.....115.0

High team score 1 game, Auditor of Disbursements.....539.0

High team average 3 games, General Freight Claim Agent.....511.7

HIGH INDIVIDUAL AVERAGES.

Player	Team	Games	Total Pins	Average
Boring.....	Auditor of Disbursements.....	24	2389	99.54
Ittner.....	General Freight Claim Agent.....	30	2940	98.00
Riggan.....	General Freight Claim Agent.....	18	1749	97.16
Correll.....	General Freight Claim Agent.....	29	2812	97.00
Warren.....	Chief Engineer.....	30	2908	96.93
Seeds.....	Transportation Department.....	24	2323	96.79
Rodden.....	General Freight Claim Agent.....	15	1452	96.80
Dunphy.....	Auditor Passenger Receipts.....	29	2800	96.55
Smith.....	General Freight Claim Agent.....	29	2796	96.41
Rasch.....	Auditor Passenger Receipts.....	30	2879	95.96

(Continued on page 64)



Trainrider C. J. Pooth

and Officer Booth began searching them for weapons; suddenly he heard some-one say "Stick up your hands or I'll kill you." As he turned around, one of the negroes who stood beside him, stuck the point of a 38 calibre revolver against his stomach. He threw up his hands and the negro asked him if he had a gun; he replied in the negative and the negro felt in his right hip pocket, in which he carried a hammer. The negro then felt on his left side and discovered his gun. As the negro was about to grab the officer's gun, Officer Booth grabbed hold of the negro's revolver and struck him in the face with his fist and they both fell to the ground, Officer Booth on top.

During the scuffle that ensued the negro bit the officer on the left hand between the thumb and first finger and on the back of the hand, but Booth would not release his hold. While still on the ground he saw the negro was getting ready to point the gun towards his stomach to shoot, and he instantly pulled his gun and fired, the bullet striking the negro in the stomach. After he was shot the negro tried to get to his feet, but fell to the ground on his side. The other three negroes then ran down the tracks and got away. The white man stood there and the officer placed him under arrest. The Patrol wagon was called and the negro was taken to the General Hospital. From latest reports he will live.

This is the type of man that makes up the Baltimore and Ohio Railroad Police Department, which can boast of one of the best organizations of its kind in the Country. We are justly proud of a man of this caliber.

Your Overhead

By Dr. William E. Barton,
In The Toledo News-Bee

ABOUT the middle of the day as you journey, there passes through your car a colored man clad in a white jacket, and distinguished from a Pullman porter by the fact that he also wears a white apron. As he returns he will call out in each car:

"Lunch is now served in the dining car. Meals a la carte. Dining car in the rear. First call for luncheon."

If you make it your rule to go always at the first call, and have washed your hands and brushed your hair a little before in anticipation of this announcement, you will get a better seat.

You are met at the door by the steward, who shows you to your seat. A colored

waiter brings you a glass of water with a lump of ice in it, and fills the remaining space within the glass with water. He also spreads out for you a clean linen napkin. Up to that moment, your meal has cost the company 57 cents.

It cost \$50,000 to build the dining car and you must pay your part of the interest on that sum, and some more for the repairs, upkeep and depreciation. The car is fitted with ranges, refrigerators and tanks, and you must pay for your share of the fuel, the ice and the cost of procuring and filtering the water. The laundry bill is enormous, and a part of it is charged to you. The

steward must be paid, and so must the four cooks and five waiters. This is what makes up the total of your 57 cents, and there are at least 57 varieties of expense to absorb it.

The problem of the company is not how to recover the cost of what it actually feeds you, but to distribute this 57 cents over the prices of the various articles of food you are to order, so as not to make any price prohibitive. For if they charge you too much you will eat your lunch out of a shoe box. So it is a problem in psychology as well as in political economy.

All in all, I rather wonder that they do as well as they do. Don't you?



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"Arrangements have been made with the International Correspondence Schools to conduct their system of instruction among the employees of the Canadian Government Railways, as they have been doing for years among the employees of other railroads throughout the Dominion with great success. Years of observation have convinced the management that the work of the Schools is beneficial to railway employees and the service generally."

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Whether you are in the engineering, operating, maintenance or clerical departments, your advancement will depend largely on the thoroughness of your training. And whether you are going to be a trained man or not—whether you are going to advance or stand still—is largely a matter for you to decide.

If you really want a better job and are willing to devote a little of your spare time to getting ready, the *International Correspondence Schools* can help you. More than

two hundred and fifty of the railroad systems of the United States and Canada have endorsed the *I. C. S.* method of instruction and recommended it to their employees.

You're ambitious. You want to get ahead. Then don't turn this page until you have clipped the coupon, marked the line of work you want to follow and mailed it to the *I. C. S.* for full particulars.

Marking the coupon is simply the act of investigation—in justice to yourself you can't afford to do less—and it doesn't obligate you in the least.

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BOX 8504-B SCANTON, PA.
Explain, without obligating me, how I can qualify for the position, or in the subject, before which I mark X.

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| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> R. R. Gen'l Office Accounting |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> BUSINESS MANAGEMENT |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> Private Secretary |
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| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> ELECTRICAL ENGINEER |
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Present Occupation _____ by _____
Street _____
and No. _____
City _____ State _____

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

Nicholas H. Toomey

Continued from page 31

sion. The next year he became passenger engineer, and held this position until November 10, this year, when he was retired on a pension. Forty-eight years of faithful service!

George W. Curtis

George W. Curtis, pensioned machinist, Baltimore Division, was born in Baltimore County, on June 23, 1856. In 1880 he entered the service of the Baltimore and Ohio in the old No. 10 Freight Car Shop, Mt. Clare. He was transferred from there to the iron foundry as laborer, then promoted to gang leader. In 1891 he resigned from the service.

In 1899 he was re-employed as machine hand. In 1902 he was made a machinist, retaining this title until his retirement from active service on July 16, this year.

Mr. Curtis says:

"I wish to express my heartfelt thanks to officials and employes alike for their many courtesies to me at all times while I remained in the service of the Baltimore and Ohio."

William H. Cunningham

William H. Cunningham, pensioned engineer, Indiana Division, was born in Gibson County, Indiana, on October 4, 1855. His parents were Marshall and Nancy (Adams) Cunningham.

Mr. Cunningham attended school in Gibson County and later at Lawrenceville and Friendsville, Illinois. Early in 1874 he left school and worked on a farm with his father. In the latter part of the same year he obtained employment with the O. & M. R. R., now Baltimore and Ohio, as section man. He remained here for two years and then went back to the farm.

In 1883 he obtained a position as fireman and was promoted to engineman in 1895, and in this position he remained until he was pensioned.

Mr. Cunningham was married in 1877 to Miss Lydia Truckey, who died in 1891. By this union there are two children living, Mrs. Helen Bennett and Mrs. Mable Mills, both of Indianapolis, Indiana.

He was again married in 1902 to Mrs. Annetta M. Witherby.

James Fitzhannary

James Fitzhannary, pensioned trucker, was born in County Wexford, Ireland, sixty-eight years ago. He came to America at the age of eighteen years, and landed in Chicago, Ill., in 1870, the year before the great fire. He did various kinds of work, until he came to the Baltimore and Ohio in 1896. It happened that "Jimmy" had a sweetheart in Ireland, who came over ahead of him, and he acknowledges that this had something to do with his coming. He was soon married to this lady, Mary Maurice, and they lived happily for twenty years, when Mrs. Fitzhannary died. She

left a son and a daughter to care for and comfort their father. Mr. Fitzhannary entered the service as laborer, Chicago Terminal. In 1916 he was made truckman, and later, sweeper.

"Jimmy" has always been a faithful, hard working employe, and is very grateful to the Baltimore and Ohio for his pension. The boys will miss him about the freight house.

Agent B. S. Rush of Meyersdale, Pa.

WE are glad to pass on to the "man who lives up to his name" the following, reprinted from the Ohio Redpath News Letter of September 1, 1921, under the title:

FLOWERS FOR THE LIVING

We take off our last season's panama to the Baltimore and Ohio ticket agent at Meyersdale, Pa. His name is Rush and he lives up to it.

On the morning of August 25, twenty of us planted our baggage in the waiting room and crowded about the window, fully expecting to spend an hour or two learning the details of transportation to Columbus, New York, Pittsburgh, Chicago and almost as many other cities as there were members of our party. Without the bat of an eyelash or a moment's hesitation, Agent Rush stood behind the wicket and answered as fast as we questioned. He knew the Pullman fare from Cumberland

to New York, Meyersdale to Chicago, Pittsburgh to Columbus, plus war tax. He gave train connections in a half dozen cities as though he had known our inquiries a month in advance. He reeled off railway fares to Zanesville and Chicago, Wheeling and New York, as though that were his steady diet. We do not exaggerate when we say that he answered one hundred and one questions in less than fifteen minutes.

We are for you, Brother Rush, for a life term as G. P. A. of the P. D. Q. To that end we are sending a copy of this unsolicited boost to the G. P. A. of the B. & O.

The Baltimore and Ohio Says So

By JOE MARSHALL, Special Representative
Freight Claim Prevention, American Railroad Association

Let every man on the B. & O.
To loss and damage be a foe;
Don't give it even half a show,
For if you do it's bound to grow.
To every man who does not know,
It is a thing to overthrow,
Which should have been done long ago.
We might say, however, though,
If our thoughts we should bestow
On this menace to our "dough,"
We can kill this thing of woe
And stop the damage overflow.
Stand with me and say 'tis so;
We shall bring the claims down low
As a duty which we owe
To those who use the B. & O.

BALTIMORE AND OHIO RAILROAD BOWLING LEAGUE—Pittsburgh, Pa. Quarter ending November 1, 1921.

(Continued from page 62)

Teams	Total Games	Won	Lost	Percentage	Total Pins	Team Average
Pacific.	21	15	6	.714	11620	553.3
Atlantic.	21	14	7	.667	11290	537.6
Mogul.	21	12	9	.571	11421	543.9
Mallet.	21	11	10	.524	11075	527.3
Mikado.	21	11	10	.524	11004	524.0
Prairie.	21	11	10	.524	10986	523.1
Consolidation.	21	9	12	.429	10628	506.1
Superheater.	21	1	20	.048	9926	472.7

High individual score 1 game, R. Aul 199.
High individual score 3 games, R. Aul 471.
High team score 1 game, Mallet 699.
High team score 3 games, Mallet 1806.

HIGH INDIVIDUAL AVERAGES

Player	Games	Total Pins	Average
Feldmier, J.	6	774	129.0
Kerr, J.	9	1143	127.0
Aul, R.	18	2258	125.4
Oberdick, G.	5	592	118.4
Parker, J.	21	2477	117.9
Oakum, F.	21	2466	117.4
Christner, L.	21	2411	114.8
Bowlus, F.	18	2065	114.7
Powell, M.	21	2390	113.8

Welfare Department, Baltimore, Md., November 21, 1921.

The Last Minute Gift

*The Christmas token of unquestioned charm
and permanent delight and value*

For Men

Watches
Belt Buckles
Vest Chains

Cigarette Cases
Cuff Links

Scarf Pins
Military Brushes
Gold Pen Knives

For Women

Exquisite New Toilet Sets in sterling and plated silver
Pearls—An exceptionally wide selection in grades and prices

Bar Pins
Wrist Watches

Rings
Vanity Cases

For Children

Children's Table Sets
Baby Pins

Rings
Cups

Bracelets
Desk Clocks

GIFTS THAT LAST!

*The lowest possible prices consistent with the best
obtainable Merchandise*

We particularly solicit a call from the employees of the
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Write today for the Hamilton Watch Book—"The Timekeeper." It pictures and describes the various Hamilton models, with their prices, beginning at \$22 (\$25 in Canada) for a movement alone, up to \$200 for the Hamilton Masterpiece. Also other interesting watch information that makes it especially valuable to railroad men.

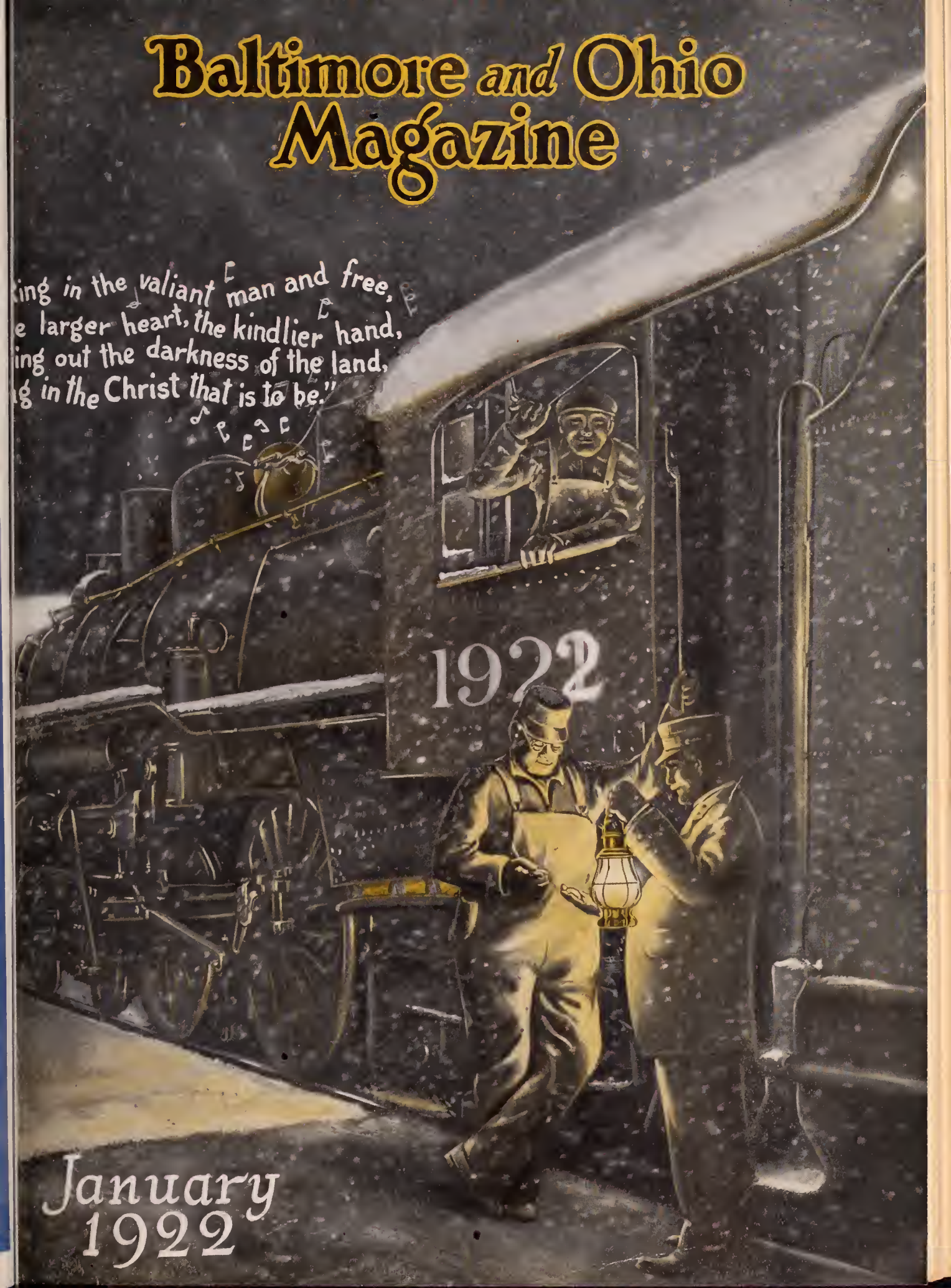
HAMILTON WATCH COMPANY, *Lancaster, Pennsylvania*

Baltimore and Ohio Magazine

king in the valiant man and free,
e larger heart, the kindlier hand,
ing out the darkness of the land,
g in the Christ that is to be."

1922

January
1922



THE BALTIMORE AND OHIO RAILROAD COMPANY

TELEGRAM

BE BRIEF

Baltimore, Md., Jan. 1, 1922

TO ALL MEMBERS OF THE BALTIMORE AND OHIO FAMILY:

It gives me pleasure to extend once more to all members of the Baltimore and Ohio family, my greetings and best wishes for the coming New Year.

While the year which has just ended has no doubt brought disappointment and perhaps sorrow to many, upon the whole I think we have much reason to feel thankful. The Baltimore and Ohio, in common with other railroads, and in fact with all other industry, has felt the serious depression in business and for that reason has been forced, temporarily at least, to curtail its operations and expenditures wherever possible. In short, the Baltimore and Ohio Company has been forced by circumstances resulting from the war, to face the problem of living upon a lessened income, just as we have all been forced to do as individuals.

As a nation and as individuals we are gradually regaining the habits of thrift, economy and well-ordered industry which existed before the war, and it is hoped this will be reflected in a larger and more profitable business in the coming year, and I trust, with the continued co-operation of all—officers and employes alike—that the Baltimore and Ohio Company and all in its service may secure a fair share of the prosperity which I firmly believe the future will bring to us all.

I have been much pleased by the manner in which Baltimore and Ohio officers and employes of every rank have responded to my request a year ago, for their helpful support and cooperation. This cooperation has been manifested in many different ways, such as efforts to obtain additional business for the Company, efforts to improve the service, to reduce and prevent accidents, to reduce loss and damage, and by a more general desire, or rather a more general effort, to cultivate courteous and sympathetic relations with the public.

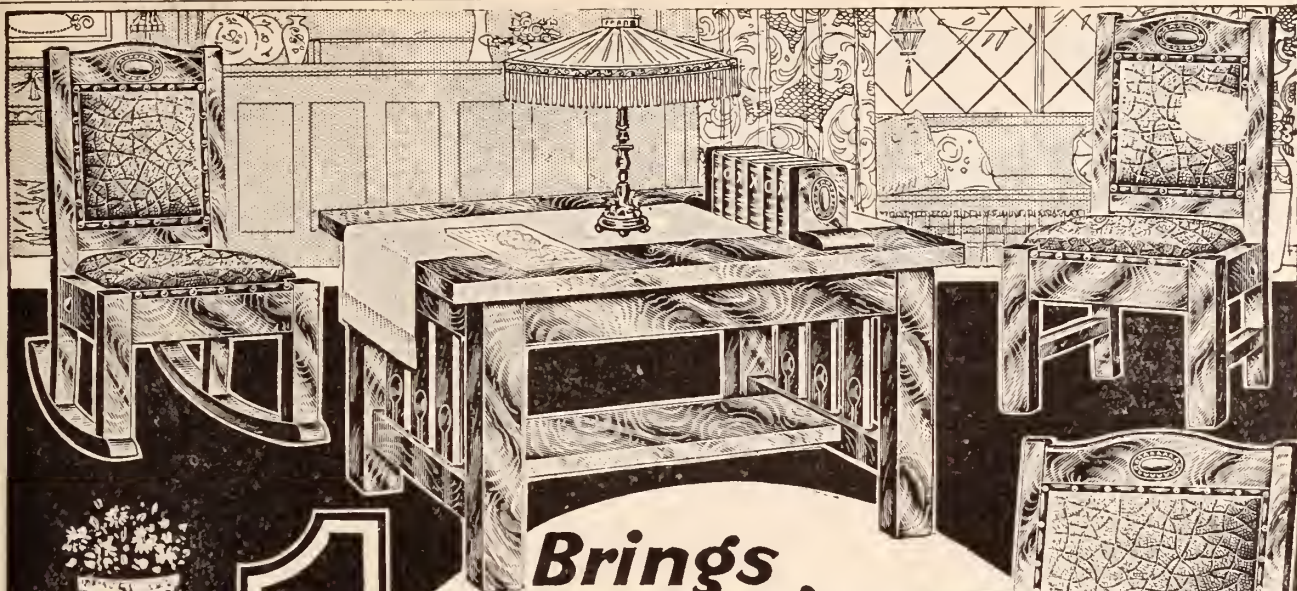
I gladly make acknowledgment of my appreciation of your effective and helpful response to my request, and I venture once more to invite your support and cooperation during the coming year, in order that by so working together we may not only be more prosperous and better contented as individuals, but that we may also bring a greater measure of prosperity to the Company with which we are all identified.

DANIEL WILLARD,
President.



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Quarter-Sawed and Solid Oak
Send only \$1 for this complete suite
of library, parlor or living room furni-
ture—seven splendid, massive pieces.

Use it **30 days**, on **free trial**, then if you don't say that it
is even more than you expected, ship it back and we return
your \$1 and pay transportation charges both ways.

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Only by seeing this splendid quarter-sawed and solid oak suite can you realize
how it will add to the appearance of your home. Only by examining it can
you appreciate what a record-breaking bargain it is at our **smashed price**.
Furniture like this—elegant, comfortable, massive—can be bought no-
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high, with seat 16x14 inches. Table and chairs stand on noiseless slides. BACKS and seats up-
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Do not confuse this
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with furniture
which may look like
it in pictures, but
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struction and finish.
Every Hartman piece
is made to give lasting
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handsome uphol-
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Always Plenty of Stretch

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Ask your dealer for

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Accept no substitutes—Look for name on buckles.

Nu-Way Stretch Suspender Co., Mfrs., Adrian, Mich.



Change of Ownership

Patrons of an Indianapolis restaurant noticed tacked on the wall a sheet of paper on which was painted in bold characters: "The umbrella in the stand belongs to the champion heavyweight fighter of the world. He is coming back."

Five minutes later umbrella and paper had disappeared. In their place was another notice: "Umbrella is now in possession of the champion marathon runner of the world. He is not coming back."—*Forbes Magazine*.

Not on the Card

They were in a railway train and were discussing Dickens. "Well," said one, "John puts 'Bleak House' first and 'Martin Chuzzlewit' second." "Excuse me, gentlemen," said a husky voice from the seat behind, "I don't know your pal, John, but you're bein' steered. There ain't no such horses runnin'."—*Fort Worth Star-Telegram*.

A negro employed at one of the movie studios in Los Angeles was drafted by a director to do a novel comedy scene with a lion.

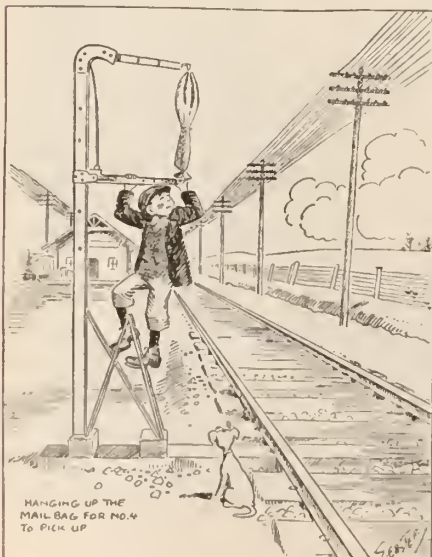
"You get into this bed," ordered the director, "and we'll bring the lion in and put him in bed with you. It will be a scream."

"Put a lion in bed with me!" yelled the negro. "No, sar! Nat a-tall! I quits right here and now."

"But," protested the director, "this lion won't hurt you. This lion was brought up on milk."

"So was I brung up on milk," wailed the negro, "but I eats meat now."

—*Saturday Evening Post*.



HANGING UP THE
MAIL BAG FOR NO. 4
TO PICK UP

Raise Silver Foxes

Easy to raise. Larger profits than any other live stock raising. Stands strictest investigation. Recommended by Government. 4 different plans. One will suit you. Complete description free. Send today.



C. T. Dryz, Box 1039, Eagle River, Wis.

Suspicious Unwarranted

One morning one of the new employees who had never worked on a ten-per-cent-plus job, went to the boss with a grievance.

"Look here," he said, "I may be a new man, but you don't need to have that detective follerin' me around all the time."

"What's eatin' you?" curtly responded the chief.

"That sneaky lookin' guy that's been trapesing around after me the last two days. What's the big idea?"

"Gosh, man," bellowed the boss, "he's not a detective. He's your helper."

—*Ax-I-Dent-Ax*.

Just a Little Better

By W. G. Dee

Foreman, Valley Warehouse,
Cleveland, O.

IF you do your work just a little better than it has been done before, you will be a success no matter what your job. There are two many people in this world who are doing mediocre things, just trying to "get by." But I notice that the biggest people are those who never think they are good enough.

Do your work just a little better than has been done before, and you will have no need for worry.

There is satisfaction only in doing one's best, and doing better today than we did yesterday will increase our climbing ability for tomorrow.

Never think that you are very good at what you do but that you are going to do "better." Thinking and working will bring you to the turn in the long lane.



Volume 9

Baltimore, January, 1922

Number 9

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

THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 40,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.

Setting Slope Stake

(From the January, 1920, monthly report of the Department of Public Works of Nebraska.)

"What is that, Mother?"
 "The Rodman, my child.
 His footsteps are weary, his accents are wild,
 His hair how disordered, his eyeballs how blear!
 And see, there his necktie hangs under his ear!"
 "Rod up there! Hold her steady. Go on down the hill!"
 7.8 cut 2.2—No, begosh it's a fill!



Half the roadbed, 13 plus the slope one to one,
 No, it's one and a half, though, as sure as a gun,
 Well, that makes, let's see—O stick her in there.
 It'll do, perhaps the contractor will swear.
 But no difference—we're the big dog in the fight,
 No matter what's wrong, just swear it's all right.
 A contractor don't know beefsteak from bone,
 Now pick up your tools, and let's pull out for home."

Three Days Grace

Maggie's sweetheart, a proverbially tight-fisted Scot, had taken her out for the afternoon, and that was about all. They rode some distance on the trolley, turned around and rode home again. Never was mention made of food or entertainment.

Back within her own gateway, Maggie, who had keenly felt the neglect, sarcastically proffered Sandy a dime.

"For the carfare you spent on me," she said meaningly.

"Hoots, toots, woman," returned Sandy, pocketing the coin. "There was nae hurry. Saturday wad hae been time enough."

—*Railroad Red Book.*

A negro preacher after a sermon on "Salvation Free" proceeded to announce a collection. A colored brother took him to task after the service for not practicing as he preached. "Patience, brudder, patience," said the parson. "S'pose yo' was thirsty an' come to a ribber. Yo' could kneel right down and drink yo' fill, couldn't yo'? An' it wouldn't cost yo' nothin', would it?" "Ob co'se not. Dat's jes' de berry t'ing." "Well, s'posin' you was to had dat water piped to yo' house yo'd hab to pay, wouldn't you?" "Yassur, but,"—"Wall, brudder, so it is in dis case. Salvation am free. It's de habin' it piped to yo' dat yo' got to pay for."—*The Frederickton Mail.*

Johnny—"The camel can go eight days without water."

Freddy—"So could I if ma would let me."
 —*Harpers Bazar.*

My Dog

By Henri Vibert

There is a loyal friend I own
 Who lives for me—and me alone,
 With love notes in his every tone—
 My dog!

He loves just me, nor questions why,
 He lives for me—for me would die,
 Soft, faithful love is in his eye,
 My dog!

He greets me with the morning bright,
 And fairly bounces with delight
 When I approach my home each night,
 My dog!

When I would play he leaps with joy
 And makes me once again a boy,
 His heart is gold without alloy,
 My dog!

If I am gay or I am sad,
 When Fortune smiles—or things look bad
 He's just content to be my Lad,
 My dog!

When'er I go on hunt or hike,
 You find him there, the busy Tyke,
 By moor and woodland, lake or dike,
 My dog!

Whether I be with rod or gun
 He gaily joins in all the fun
 And leads me home when I am done,
 My dog!

Then by the hearthstone's welcome heat,
 He stretches out before my feet,
 And snores and grunts my ears will greet,
 My dog!

When I am laid beneath the sod,
 Beside me lay my gun and rod,
 And I believe I'll find with God
 My dog!

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 PROMPTNESS ASSURED. BEST RESULTS.

Send drawing or model for examination and report as to patentability.

WATSON E. COLEMAN
 PATENT LAWYER

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Washington, D. C.

No Better Way to Get a Home

WEVERTON, MD., February 24, 1921.

MR. W. J. DUDLEY,
 Superintendent, Relief Department,
 Baltimore, Md.

Dear Sir—Received letter which contained policy of fire insurance in force, policy of fire insurance expired and several tax receipts; also abstract of title.

I would urge all railroad men to start buying a home this way—it is the easiest and best way. Had it not been for the assistance of the Relief Department I no doubt would not have a home.

Yours truly,

(Signed) A. L. GERHART,
 Telegraph Operator,
 Weverton, Md.

He was a professional conjurer. "Now ladies and gentlemen," he said, with a wave of the hand, "this is the magic cabinet. I invite any lady in the audience to enter this cabinet, I will then close the door, and when it shall be opened again the lady will have disappeared, leaving no trace." There was an impressive silence until a little undersized man in the second row turned to an enormous woman who sat by him and breathed eagerly: "Marie, dear, won't you oblige the gentleman?"

—*Toronto Saturday Night.*

It's not too Late to Get Your Christmas Club Savings
 Book at the

COMMERCE TRUST COMPANY

INCREASING—DECREASING—EVEN AMOUNT—CLUB PLANS

You can start with 1c, 2c, 5c, 10c or more. No cost to join. No dues to pay.
 A snug sum will be ready for you three weeks before Christmas, 1922.

SAVINGS for—

Clerks,
 Trainmen,
 Mechanics,
 Laborers,
 Executives,
 for
 themselves,
 their children,
 their other
 relatives



SAVINGS to pay—

Taxes,
 Insurance,
 Fuel Bills,
 For Homes,
 Education,
 Vacation,
 or to start that
 long planned nest
 egg for advancing
 years

Our building at Light and Redwood Streets

The Complete Plan with Savings Book will be sent you on request.
 Send a postcard or telephone St. Paul 3641.

P. S.—Baltimore and Ohio employees are cordially invited to call and ask for our Mr. C. A. Richardson, for 38 years on employe of the Railroad, who will be glad to make them "at home" in our office.

COMMERCE TRUST COMPANY

LIGHT AND REDWOOD STREETS

BALTIMORE, MD.

The Fireman

By James Edward Hungerford

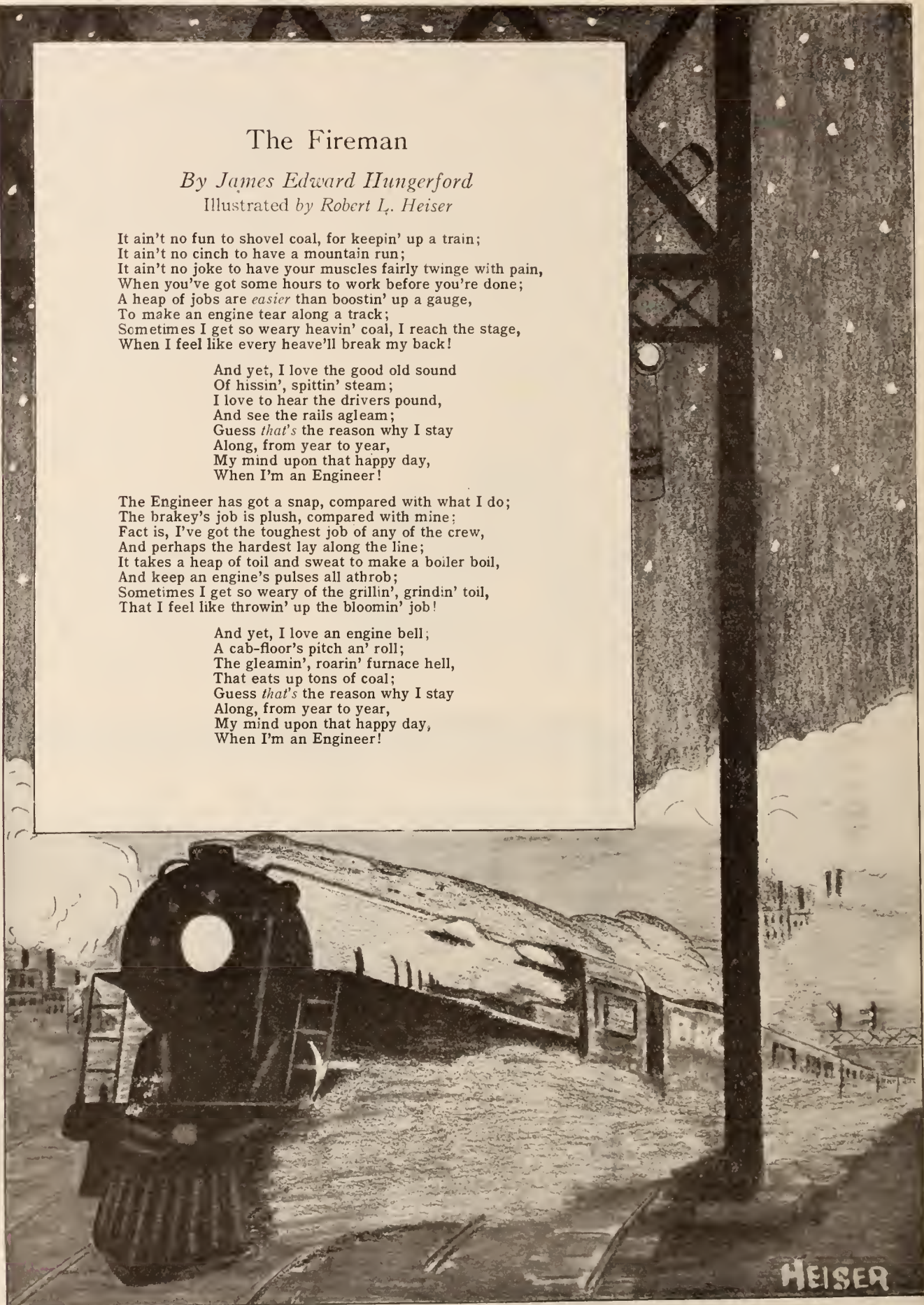
Illustrated by Robert L. Heiser

It ain't no fun to shovel coal, for keepin' up a train;
It ain't no cinch to have a mountain run;
It ain't no joke to have your muscles fairly twinge with pain,
When you've got some hours to work before you're done;
A heap of jobs are *easier* than boostin' up a gauge,
To make an engine tear along a track;
Sometimes I get so weary heavin' coal, I reach the stage,
When I feel like every heave'll break my back!

And yet, I love the good old sound
Of hiss'n', spittin' steam;
I love to hear the drivers pound,
And see the rails agleam;
Guess *that's* the reason why I stay
Along, from year to year,
My mind upon that happy day,
When I'm an Engineer!

The Engineer has got a snap, compared with what I do;
The brakey's job is plush, compared with mine;
Fact is, I've got the toughest job of any of the crew,
And perhaps the hardest lay along the line;
It takes a heap of toil and sweat to make a boiler boil,
And keep an engine's pulses all athrob;
Sometimes I get so weary of the grillin', grindin' toil,
That I feel like throwin' up the bloomin' job!

And yet, I love an engine bell;
A cab-floor's pitch an' roll;
The gleamin', roarin' furnace hell,
That eats up tons of coal;
Guess *that's* the reason why I stay
Along, from year to year,
My mind upon that happy day,
When I'm an Engineer!



Can the Railroads Safely Make Further Rate Reductions?

Geo. M. Shriver, Senior Vice-President of the Baltimore and Ohio Railroad Company, and General Chairman of the Accounting Committees, who appeared on December 15 before the Interstate Commerce Commission for the railroads of the country as a whole and for the carriers in the Eastern District particularly, summarized his conclusions, based on the detailed statistical presentation made by him of the financial position of the railroads, as follows:

IT is shown that the net railway operating income of the Class I Railroads of the United States for the 12 months to September 30, 1921, was \$542,409,582, or 2.75 per cent. on the property investment; that because of decreased operating income and increased charges and taxes, the net corporate income has been so diminished that some carriers have been compelled to suspend, and others to reduce, the customary dividends, while some have maintained customary dividends only by drawing upon surplus earned in previous years; consequently, of course, the surplus and margin to sustain credit have been reduced.

Roads Earned Only Half of Anticipated Return

That because of lowered rates, and falling off in traffic, the railroads have failed to earn more than one-half the anticipated 5½ per cent. and nothing towards the one-half of one per cent. contemplated as a contribution towards additions and betterments and to sustain credit.

That the railroads have large accounts pending settlement with the Government, and the manner in which these are disposed of will have a material bearing upon their cash position.

The Eastern carriers have shown that their operating income for the 12 months to October 31, 1921, was \$234,594,277, or 2.67 per cent. on the property investment, and fell short of meeting the fixed charges of these carriers by \$70,000,000.

That when the operating results of this year are restated to reflect the effect of lowered rates and lowered costs to do over again the business of 1921, the estimated net operating income of the Class I Railroads would be, say, \$473,984,331, affording a return of about 5.40 per cent, but without having made any provision for many important items of maintenance which were deferred in that period.

Need Large Sums for Improvements

That it will require extensive work to fully restore the condition of the properties, particularly equipment, to meet the requirements under normal traffic, and that large sums must be raised for additions and betterments, if the railroads are to be prepared to help, and not to hinder, the future commercial and industrial expansion of the country.

In this situation the railroads are not in position to experiment (beyond what they have already done) by a lowering of rates at this time, and having in mind the prime importance to the country of having a strong and effective transportation system, it does not appear in the interest of the public that they should lower rates unless and until the processes now operating towards a pre-war level of costs have been more completely realized.

A detailed statement and chart covering a period of more than thirty years indicates, even without taking into consideration the decreases recently made and arranged for, that freight rates were not relatively higher than the average commodity prices.

This statement and chart also shows that the railroads for a number of years were compensated on a much lower basis than were the producers of other commodities, and that the railroads did not relatively participate in the high prices prevailing from 1915 to 1920.

In other words, the railroads did not realize abnormal prices or profits, and were so less able to respond with lower rates when prices generally declined.

Rail Transportation Again to be the Lowest Priced Commodity

While the preliminary figures for November show again a sharp falling off in traffic, and the car movement reported so far for December indicates an even more serious decline, this is believed to be only temporary (influenced perhaps by the actual decrease in charges with the cancellation of the transportation tax at January 1, 1922, and no doubt in part pending conclusion of this hearing) as the underlying conditions in the United States and the world at large appear to be improving generally.

While currently railroad operating costs are on a basis which affords an inadequate return, the basic elements of cost are declining and will no doubt continue, so that in the not distant future railroad transportation can again be brought to the relative position it had heretofore occupied of being the lowest priced commodity in the country, and continue—as it now is—lower than in any other country.

"This is the Baltimore and Ohio Way!"

Note:

On Friday, January 6, President Willard was looking over the final page proofs of this issue of the Magazine. When he came to the item appearing below, but which was then set in much smaller space on another page, he paused, read it carefully, and pointing to it said:

"This is the Baltimore and Ohio Way. I would like to have every employe of the Company read what Agent Brown thinks and says, in this entirely unsolicited article, of how he feels towards the Railroad. Please arrange to feature it so that as much good as possible will come from so fine an expression of truth, common sense, friendliness and loyalty."—Ed.

What I Would Do if I Owned the Baltimore and Ohio Railroad

By W. W. Brown, Agent, Apple Grove, W. Va.

1. I would use every means to enable this Road to become a good dividend payer, because in so doing I would best promote the prosperity of all connected with it.
2. I would try to reduce Loss and Damage to a minimum.
3. I would handle all freight as if it were my own, and strongly impress upon others the importance of doing likewise.
4. Before signing that legal document known as the Bill of Lading, I would satisfy myself that all articles described therein were in the possession of the Company, and that they conformed in every particular with the Classification requirements.
5. I would be as courteous to the public as if I were operating a department store in a large city where the keenest of competition is met.
6. On my vacation, or wherever I went, I would tell my friends and others I came in contact with about our fair and courteous treatment, our good dining car service, and other essentials that bring trade to our Company.
7. I would ask the lumber man who inquires for rates from the South, to route his freight so as to give my Company the long haul. Ninety-nine times out of a hundred he will do it, provided it does not cost him more.
8. I would practice the strictest economy, thereby helping not alone the Company but all its employes.
9. I would study myself to be approved.
10. Conclusion—I *will* work as though I *do* own the Baltimore and Ohio Railroad in the firm belief that every employe has a real interest in his road.

A Bonus System Which Is Making Good

With the Proven Record of Reduced Costs in Handling Freight at Stations
Come the Statements of the Handlers that They Favor the Plan

GREAT as was the pre-war striving for efficiency in industrial America, post-war conditions indicate that if we are to maintain our industrial supremacy, we will have to reach an even higher standard of efficiency than ever before.

Cheap Foreign Labor

Even current developments indicate this, as witness the influx during the past Christmas season into this country of boat load after boat load of German toys, which found a ready market. Germany was so stripped during the war of its material wealth,—its agricultural, stock raising, and dairy resources, its shipping, steel and iron, its factory facilities, etc., that the payments now being made to the laborers in Germany for the work they do just about enable them to keep body and soul together.

Low Standards of Living

Travelers report the inadequacy of the German food ration and the low standard of living generally among the working classes. This means that labor is being paid very little for its work and that because of this low cost of labor, industrial Germany is able to produce material and ship it to America where it actually undersells our own products, manufactured from an abundance of natural resources, but at a multiplied cost for labor. The same condition applies to a degree in the other war stricken countries of Europe. It is up to America, therefore, in order to maintain its high standard of wages, to put the utmost of efficiency into its manufacturing and commercial effort.

World Conditions Affect Our Work

The illustration of the cheap German toy may seem very far afield from the subject of rail transportation in which we, as railroaders, are all interested. But even these two things, the cost of a German-made toy sold in an American store, and the cost of producing transportation in this country, are related, as are all the other factors involved in the intense competition for world trade already under way.

German toys are, presumably, in part manufactured by power generated from coal. Germany imports practically all her coal, and if it

costs more for the American mine owner to put down coal in the ports of Germany (and the charge for transporting coal in the United States is a factor in this cost) than it costs France or England, we will be undersold in the German market and in other markets, and find the balance of trade rising against us. And this would be a fatal development for the world trade position of the United States because, as a nation producing a great surplus of foodstuffs, coal, etc., above our own needs, we must market the surplus in foreign fields at prices with which we can compete with the prices demanded for the same or similar commodity by other nations.

Efficiency an Individual Problem

The problem of efficiency in the transportation field is therefore not a banking problem, nor one of railroad management and organization alone. It is one in which every railroad worker of the United States should be interested in order to permit him to compete effectively with the poorer paid industrial workers in other parts of the world.

Direct Profit to Employee

The transportation or industrial worker in the United States, however, is interested not alone in this, as it may appear, rather an abstruse proposition, but also in how he may share in the immediate and more tangible results of the increased efficiency which he is producing. And the Baltimore and Ohio, in at least one phase of its operations, is offering this immediate opportunity to the men on its payrolls.

The bonus plan for the handling of freight, put into effect at the Locust Point piers in March, 1921, and since extended to other large stations on the Railroad, is outlined in the following plan issued by J. K. Graham, manager Station Operation:

Uniform Gang Bonus System Applied to Handling Freight at Freight Stations

Purpose—The purpose of bonus is to stimulate efforts of freight handlers; to eliminate waste or time through continual engagement; to increase production based upon reasonable standards and to provide

recognition in the way of increased compensation for employees performing duties expeditiously and in a workmanlike manner.

Plan—The plan can in no way be construed as a piece work proposition. There will be no conflict with present method of operation at stations or change in compilation of essential statistics, but there will be added interest in the promise of increased compensation to employees. The principle of daily or hourly guarantee is recognized in that excess handlings one day will not be offset by falling short of standard another day, so that the handlers have nothing to lose but have an opportunity to increase earnings for efforts in raising production above a reasonable standard for guarantee rates of pay.

Guarantee—Authorized rates of pay will be guaranteed.

Applicable to Stations—Bonus System will be applicable to all freight stations where there is sufficient tonnage handled to justify continuous employment of three or more standard gangs.

Standard Gang-Five Men—1 Tallyman, 1 Caller, 3 Truckers.

Limitation of Gangs—Gangs with less than five men will not participate in bonus, except in extreme cases of shortage of men, when four men may be worked temporarily.

Gang Units—Each gang will operate as a distinct and separate unit, each man sharing equally in bonus earnings, pro-rated upon number of hours engaged.

Checking and Loading as Freight is Received—Stations where outbound freight is checked and loaded as received may not admit of operation by standard gangs. Under such conditions receiving clerks acting in capacity of tallymen will participate in bonus plan with callers and truckers collectively. That is, the total number of receiving clerks, callers and truckers will be considered as one unit. This will require separate standard per man hour, to be determined under provisions for obtaining standard for gangs.

Tonnage—Tonnage will include first and second handling moved through freight houses and freight left in cars which is checked regardless of whether moved or not. Credit will not be allowed for freight left in cars not checked or handled.

Standard Tons—Standard tons will be the highest average tons handled per man hour per standard gang, based upon test for one month at full time at guarantee rates, unless the general average tons per man hour for any one of three preceding months

exceeds the average tons per man hour during test period, in which case the highest average per man hour for any of the four months will be the standard proposed for approval.

Bonus Tons—Bonus tons will be the tons handled in excess of standard tons to be handled per man hour for guarantee rates of pay.

Bonus Rates—Bonus rate per ton for bonus tons will be fifty per cent of cost per ton based upon standard tons per man hour and guarantee expense for one day of 8 hours for a standard gang of five men. When change is made in guarantee rates of pay, the bonus rate will be changed in

hours of all men in gang, tons handled and average tons per man hour.

Statement of Operations—Statement of operations for test period and comparative figures for three previous months will be rendered by agents to superintendents and usual course for approval and authority for establishment of bonus system will be pursued.

Statement of Handlings—Statement for test period will be rendered by days under name of each tallyman, showing date, number of men in gang including tallyman, total hours for all men in gangs, tons first handling, tons second handling, tons left in cars checked, total tons left in cars not

What the Men Think of Bonus

Let us turn now from the plan itself and see what the truckers and tallymen, who have participated in the bonus at Locust Point for the last eight or nine months, think of it.

Said Trucker Howard Hutton, who has been an employe at Locust Point for a number of years:

"I make as high as ten dollars a month through the bonus. It is hard work making it but it isn't killing me and I am glad to have the chance of picking up this extra change."

Said Trucker John Calhoun, five years service:

"I have been averaging between five and ten dollars a month extra, and I like the work better now, with the bonus, than when we didn't have it."

The next man approached was G. Craig, tallyman, who has been in the service a number of years at Locust Point. It will be seen that he was the least enthusiastic of all the men questioned on the plan. He said:

"I am in favor of the bonus in one sense of the word, but I think it has a tendency to overwork the men. For instance, today two of my men are laying off because they worked too hard yesterday to make their bonus, handling oil cake in units weighing 340 pounds and starch in boxes weighing 140 pounds."

Asked how much the two men who

ILLUSTRATION OF BONUS RATE

1 Gang five men 8 hours each.....40 hours per day, \$19.20 standard gang wage.
Standard tons per man hour.....1.5 tons.
40 hours x 1.5 tons per man hour.....60 tons, standard gang handling per day.
19.20÷60 tons per man hour.....32 cents, cost per ton.
50 per cent. of 32 cents per man hour.....16 cents, bonus rate.

Form of Statement and Illustration

Station.....Month.....1921

relative ratio.

Time Keeping—Form 765-N, Time Sheet, will be used by tallymen, who will show full name, number and names of caller and truckers, and time of each, to bear approval of foreman.

Tonnage will be compiled on daily time sheet by entries under headings—Inbound, Outbound, Transfer and second handling—showing on same sheet, average per man hour, bonus tons, bonus rate, bonus earnings and distribution per man.

Bonus earnings per man per period to be entered on pay roll under head of piece work and included in aggregate earnings.

Handlings to be Posted—Handlings will be compiled and posted each day following the day work is performed. This record will show name of tallyman and number of men in gang including tallyman, total

checked, average tons per man hour exclusive of tons left in not checked.

Total hours and tons for each gang, average per man hour for the month. Summary for all gangs and average per man hour. Comparison with total hours, tons and average per man hour per gang for each of three preceding months. Summary for all gangs and average per man hour for each of three preceding months.

DATE	MEN	TALLYMAN TOTAL HOURS	TONS 1ST HDLG.	TONS 2ND HDLG.	TONS CHKD LEFT IN	TOTAL TONS	TONS NOT CHKD. LEFT IN	TONS AVER- AGE PER MAN HOUR
1	5	40	48	10	2	60	1	1.5
2	5	40	48	20	2	70	2	1.75
3	5	40	50	20	0	70	0	1.75
Total		120	146	50	4	200	3	1.66



Left: Gang of F. H. Born, platform foreman, who has been in the service for 31 years. Right: Tallyman G. Craig and his gang of truckers



Left: Tallyman J. P. Ward, who entered service in 1915, and his gang. Right: J. M. Garnett, tallyman, who entered service in 1889, and his gang

laid off had made the preceding day, he said that each one of them had made a bonus of \$3.50 in excess of their standard guarantee. Mr. Craig's bonus average per month has been in the neighborhood of \$12.00. In contrast to his statement in regard to the men overworking themselves, was the opinion expressed by Tallyman J. M. Garnett, who entered the service in 1889, as follows:

"I have never seen a man in my gang overwork himself on account of the bonus. It is a benefit to all of us. I have made as high as fifteen dollars a month and as low as eight dollars a month."

Said Trucker C. Wancowicz, who entered the service in 1903, and has the reputation of being an unusually good worker:

"My highest bonus has been nine dollars per month. Whether the bonus is big or small depends on the kind of freight we are given to handle. As for me, I am always glad to get a chance at freight like barrelled apples, barrelled cement, baled cotton and oil cake, because it means that I can increase my tonnage and make my bonus."

Trucker Clark said that he never felt played out at night and that he was glad to pick up the extra eight or nine dollars per month of bonus money and do the extra work for it.

In relation to the statement of Tallyman Craig that under the bonus plan it was the tendency of the men to overwork themselves, Tallymen Garnett and Ward said that only infrequently do they find a man who is so anxious to run up a big bonus that he overdoes it and that in their opinion this is unmistakably the fault of the individual and not of the bonus plan.

Foreman J. A. Johnson, who has charge of Piers 6, 7, 8, 9, 10, said that the bonus plan was unquestionably a good thing for the men who make it and for the Company, and that his only objection to it is the fact that

the plan does not permit of the participation of foremen in the bonus. He maintained that under the bonus the foreman's job is much harder to handle than under the no-bonus plan, because the distribution of the various kinds of freight to the various gangs has to be handled much more carefully. Otherwise each gang would not have an equal chance of making a bonus by being given their fair proportion of freight which is shipped in compact, heavy units, and which permits of a large amount of tonnage being handled.

In this connection it should be said that there are certain kinds of freight of such bulk and light weight that, no matter how efficiently handled, do not run to a sufficient amount of tonnage per gang day to enable the men to make a bonus on it. Such freight consists of loose hides, inch lumber, glassware, clothes pins, light import case goods and, generally, L. C. L. shipments. In the heavy unit weight class come benzol in barrels, burlap in bundles, canned goods in cases, car wheels and in fact anything which, because of the size and weight of the units, pushes up the tonnage quickly.

Robert Barkley, general foreman at Locust Point, and whose service record goes back to 1877, said that in one respect the present time is a particularly good one to bring about good results from the bonus plan. The large supply of labor permits of picking the best men, and slackers have poor chance of retaining their jobs because their fellow workers in the gang will not stand for their slackerism, which, if permitted to continue, cuts down tonnage and eliminates the chance of their making the bonus.

General Observations

The lowering of the per ton cost of handling freight since the bonus plan was put into effect at Locust Point, has been most gratifying. It has

meant an appreciable saving in the expenses of the Company, a most desirable thing, particularly during a year in which business has fallen off so considerably and when difficulty has been experienced in reducing expenses.

It should be clearly understood that the bonus system does not in any way affect the eight hour day or the standard wage prescribed for employees by the United States Railroad Labor Board. The bonus plan is worked out on a daily basis and if, on one day, a gang does not make the standard of tonnage which the test period has shown to be a fair one, this has no effect on the same gang's attempting on the succeeding day to exceed the standard tonnage and hence make their bonus.

Here there might appear to be a chance for certain gangs to deliberately ease up and fall way below the standard of tonnage handled when trucking bulky and light unit weight commodities on which they are unable to make the bonus. Such, however, is not the case, because gangs are assigned in turn to handle such non-bonus producing freight and are anxious to clean it up as quickly as possible so that they can get to the more compact and heavier unit freight which offers the possibility of making the bonus.

Importance of Good Tallymen

It has been proved that competent tallymen have much to do with the efficiency of the gangs. Methodical, experienced and industrious tallymen are able so to arrange the work for their gangs as to bring about the best results.

The number of men in the gang also has a bearing on the tonnage handled. For instance, it has been shown that the tonnage per man hour is relatively low when there are seven or eight men in the gang as compared to the handling when there are only five or six men in the gang. The

larger number of men seem not to be able to work as efficiently as the smaller number.

The effect of good supervision is also shown by increased tonnage being handled through the adoption of certain means and devices. For instance, where freight is being handled in small packages and a number of these packages can be placed upon a truck, it has been proved that the addition of one extra package to each truck load has meant the difference between not earning the bonus and earning it. The drop truck system has also proved helpful in certain cases. This system permits of extra trucks being available for truckers who, having delivered a loaded truck where freight is being piled or stored, do not

have to wait for it to be unloaded, but drop it, pick up an empty truck and return to the place of loading; there they do not have to wait for their truck to be loaded, but drop their empty truck and pick up a truck which is already loaded for them.

Conclusion

From every viewpoint this bonus plan is proving itself successful and we are confident that every station adapted to its use will not alone produce greater efficiency in handling freight for the Company, but will also have on its payroll the names of truckers and tallymen who will be glad that they have been given the opportunity to share in the benefits of the plan.

the transportation companies and themselves there is, always has been and always will be, a mutuality of interest.

Agents of the Baltimore and Ohio have taken an unusual interest in the "Perfect Package" drive, if the activities of the agent-operator at Kanawha, W. Va., and his efficient co-worker, whom we introduce on this page, are criterions by whom we may judge others who are serving the Baltimore and Ohio in like capacity.

The representatives of this great railroad system at Kanawha, W. Va., are none other than L. W. Graham and his wife—the latter second trick operator and clerk—than whom there is none more efficient on the Monongah Division. She is a helpmeet of Mr. Graham's in the strictest sense of the word, and in turn Mr. Graham is ever careful of her and stands nearby to lighten her burdens when occasion requires. They have put their hearts into the drive for "perfect packages," talking it up among shippers until *their* hearts, too, were in it.

In all shipments that have gone out from this point during the present month Mr. Graham could not have been more careful and painstaking had they been his own, and it is not too much to say that shippers have never found him otherwise at any time. He adheres religiously to the paraphrased scriptural injunction, "handle other shipments as you would have others handle your shipments." Such a statement from a disinterested person concerning a railroad employe may appear rather strange, but that it is the truth, unvarnished, every shipper at this point will attest.

The accompanying picture shows Mr. and Mrs. Graham on the station platform looking after the interests both of the railroad company and the public. Mr. Graham is shown in action, preparing an outbound shipment, using marking brush so as to prevent its delay, going astray or possible loss in the event the card should become mutilated or torn off—a most estimable precaution.

Mr. Graham has been in the service of the Baltimore and Ohio for the past thirty years, and is a "booster" for every good feature connected with it. Mrs. Graham has been in the service for twenty years, her efficiency as an operator having elicited words of praise from her superiors. She enjoys the thrill which attends the handing on of "19" train orders as trains speed by at a lively clip, and she never delays them whenever it is possible to keep them moving.

Perfect Handling of Perfect Package Month by Kanawha Agent and His Helpmeet Wife

Shipper Writes Unsolicited Appreciation of Team Work of These Employes

By R. Allen, Shipper

NOVEMBER, 1921, will long be remembered as "perfect Package Month" by the vast army of employes associated with the Railroad and express companies.

That the campaign for proper marking and packing of shipments, whether by freight or express, has been highly successful, goes without saying. In various and sundry ways the campaign has meant the saving to the railroads and express companies of thousands of dollars by reason of the fact that shipments destined to distant points have, in

almost every instance, reached consignees intact. And again, the campaign has been educational from a shipping point of view. Shippers are beginning to understand as never before that it is to their interests as much as to the interests of the transportation companies to have their packages, both large and small, done up as neatly as skillful hands can make them; and in the campaign which is drawing to a close it may be said that it has inured to the benefit of all, as shippers realize now, perhaps for the first time, that between



A "pair" of agents who "trump" two tricks at Kanawha, W. Va.

Better Letters

By George Dobbin

Freight Claim Department

A LETTER is not more a matter of English and spelling than of psychology. The idea in question is clear as a picture displayed under a strong light, so it seems to us, and the problem is to paint a word picture that will transfer this mental vision to the mind of the recipient of our letter without changing it in any way during the process. The use of hackneyed phrases and meaningless expressions which are supposed to convey various sentiments intended to soften the blunt statements apparently necessary in the compositions of some correspondents, is a practice on a par with the destroying strokes of the brush of a mediocre dauber upon a masterpiece. The effect is the same—both persons ruin the original clarity of the original idea by obscuring the real meaning and making it more difficult to grasp.

How often we burden our stenographers with or have to wade through such meaningless phrases as:

"I beg to acknowledge receipt of—"

"Permit me to advise that—"
 "I take great pleasure in—"
 "I beg leave to call your attention to—"

These phrases are not in the letters of the efficient correspondent. He gets right to the point, using simple, direct English and conveying the thought in the fewest possible words consistent with courtesy.

Some of our errors in this respect come from a striving after ornateness or a new way to express an old thought. Take the case of the conscientious but indifferently educated and directed supervising clerk. He sent a letter to the printer to have 5,000 copies of it made, and he started it:

"Your epistle of the — inst. is at hand."

The printer immediately caught the misuse of the word "epistle" in the sense of "letter," and it required quite a bit of persuasion on his part to get the young man to the dictionary to see that the definition of "epistle" as a letter is "more formal than letter and especially applied to ancient epistolary writings of sacred character or of literary excellence; as the epistles of St. Paul." The sending of that letter would have caused much merriment among the recipients

but it would not have reflected much credit on the young man or his organization.

Correct Speaking Helps

The continued practice of using correct English in all our conversations will greatly improve our letters if we make it a practice to dictate in the same style as we speak. The elimination of slang and those supposedly "humorous sayings" from our speech will be reflected in our writings. And, as the mind methodically places one thought after another in a clear and consecutive manner from pure force of habit, our letters will become perfect reflections of our coherent thoughts, as apparent to the writer as to the person for whom intended, because the true meaning will not be hidden by a lot of stereotyped and worse than useless phrases.

Every time a letter is written, that intangible but absolutely essential part of any successful enterprise, GOOD WILL, is being added to or subtracted from.

Don't let the reflection of your personal grouch hurt OUR ROAD.

When you write, remember that you do so in the name of the Railroad and do your best to uphold its reputation for fair dealing and courtesy.



HERE ARE SOME OF OUR LITTLE FOLKS WHO HAD VISITS FROM SANTA CLAUS

1. W. D. Lindsay and his granddaughter, Dorothea, whose daddy is a helper in Cumberland shops. 2. The little brother of Marguerite McDonald, Staten Island, who draws pictures for the Children's Page. 3. Anna Shipley, 2 1/2 years old daughter of F. H. Ways, Cashier's Department, Camden Station. 4. Katherine Anna, 17 months old daughter of Section Foreman J. L. Shannon, Lebanon, Ill. 5. Jack, son of J. Deshey, Locust Point. 6. Merrill, son of F. D. Green, Cashier's Office, Camden Station. 7. Bernardine Louise O'Connell, feeding her geese. Her daddy is in the Division Accountant's Office, Dayton, Ohio. 8. Frances Riley, Dorsey, Md., and her pets. Frances is a Children's Page contributor. 9. Cecil A. Brown, 5 years old, whose daddy is a tariff compiler, Tariff Bureau, Baltimore, Md.

The Greatest Monument to the Loyal Order of Moose—"Mooseheart," the Home for Orphan Children

Some Observations on Industrial Fraternalism

BY HON. JAMES J. DAVIS,
Secretary, Department of Labor,
Washington, D. C.

ABOUT thirty-five miles west of Chicago and a mile or two beyond the town of Batavia, Illinois, the traveler will notice a community of buildings and houses set in the typical rolling farmland and woodland of that locality. The name "Mooseheart" may be seen at its winding entrance. Within that entrance is an enterprise—we prefer not to call it an institution—which it has given the Order of the Moose the greatest pride and satisfaction to develop. Here are 1030 children, who are as different as possible in age and individuality, but who are alike in once having been helpless orphans. These are being trained for usefulness to themselves and to their country.

Brothers Who Know Not Each Other

Years ago, when I was a mill-hand in Pittsburgh, it was a common sight to me to see the bread winner of the

family brought to his home from the mills either fatally injured or killed outright through some unavoidable accident. What that tragedy meant to the household called upon to bear it, no one can know. No one can picture, who did not see it as I did, what sorrow would follow. I have seen families thus left without a head and without support, scattered to the winds. I have known brothers in such families to drift apart and sometimes to lose track even of their names, so that in future years they have not recognized each other, even if some whim of circumstance had brought them together.

A workman once said to me, "You are fortunate in having your parents and brothers with you. I have brothers also, but I have not seen them since boyhood. I have not the slightest idea where they are or what their names are. They are strangers to me."

The sight of these orphan children, forced into the world to work at a tender age and unequipped to compete with the educated, so impressed me that I determined that if the time and opportunity ever permitted, I would interest public-spirited people in the founding of some community planned to take care of just such cases as these helpless orphans. Now that enterprise, established in a modest way some years ago, has grown to a usefulness that gives us one of the great satisfactions of life. Here we welcome the children of Moose members who have died without the means to provide an education for their children. Year by year this enterprise grows in equipment and resources. Yearly the number of orphans coming to us increases. We are planning to establish in the near future, similar enterprises in various parts of the country. And I believe



Loyalty Hall, boys' dormitories at Mooseheart, the home and school for children of deceased members of the Loyal Order of Moose, Mooseheart, Ill.



Some of the fatherless kiddies at Mooseheart. Did you ever see a happier or more attractive group?

that for all the good that our many fraternal organizations are accomplishing for America and Americans, this one of ours takes high rank for the character of its service.

Some Come with Their Mothers

At Mooseheart we accept children of any age; some of them are so young that their mothers come with them. In fact, we have provided a home there for mothers also, so that they may be spared the pain of any parting and enjoy instead the comforts of a home for themselves and the pride of watching their children blossom under the influence of a friendly care and an educational system as good as, or even better than, the schooling enjoyed by the well-to-do.

Babies have been born at Mooseheart. They stay with us, not as inmates of an institution, but as contented and happy brothers and sisters and playmates, until we have prepared them to enter the battle of life with a training that insures them the utmost measure of success within the abilities that nature has given them.

A Trade to Depend On

The training we give these children is of a double nature. Years ago I became convinced, from my own experiences and observations, that no fortune is secure from the hand of circumstance. The most prudent man, having made the most cautious investments, may find near the close of his life that his best foresight has been defeated; he may see his fortune

eaten away by circumstances beyond his control, so that at his decline he has nothing to give to his family. The soundest man may be stricken down in the years of his success or in the years of his preparation for success; his health may fail him, or some accident may befall him so that his income is reduced or obliterated. In short, the vagaries of chance are so many, so subtle, and so unexpected that no one may feel absolutely secure in the best of circumstances. It seems to me that the prudent thing for every person is that he be provided with training in some trade, so that if disaster cuts short a promising professional career, he may not suffer the humiliation of becoming a charge on charity, but that he may still maintain self-respect and the earning of an honest living.

With that end always in view, we give our children at Mooseheart a double training. At the earliest school age they are placed in the kindergarten. There they begin to receive the most scientific and yet the most human education that we can devise. Skilled experts have been called in to mould this system of education. From this time onward, that system is taught to all our children alike, through the primary and grammar grades to the finish of the last year of high school. The system is almost the only one of its kind now and we are constantly improving it. The child who enters Mooseheart as a helpless orphan, and who might otherwise have been pushed into the battle of life without a weapon whatever, to fight onward to success, is enabled to enter the world instead

with a mental equipment equal to the best enjoyed by the children of the more fortunate.

This is only a half of the training received. The other half of the training consists of education in a trade. The trade may be printing, or carpentry, or farming, or anything within the preference or capabilities of the child who selects it. Each child is guided in the selection of his trade by wise and humane experts skilled in vocational work, so that each of these children undertakes the occupation for which his tastes and aptitudes are especially fitted. The result is that when our wards have reached the age of graduation from high school, an age at which the world expects them to make their place in it, they go out with an education of the head such as to enable them to take any place that their abilities and character may entitle them to, and with a manual training that will support them in any hour of need, and at all hours, in case the young boy or girl has been denied by nature the intellectuality necessary to what we call a career.

Our Graduates Enter Colleges

Many of our recent graduates have been so quickened mentally, their ambitions have been so stimulated, that they have gone through our high school and have entered college with high hearts and with a will to endeavor that must insure them progress in some professional or business or artistic career. But if these high hopes should fail them, they are still able to take an honorable if not a high place among their fellows, and

all are virtually insured the possibility of earning a livelihood.

Systematic, Purposeful yet Real Play!

Nor is this all. We are not content with teaching our children only to work. They are taught to play. They live a life in the out-doors. They may work or romp over our thousand-acre farm. They are encouraged to take up athletics. Their bodies grow as their minds gain in knowledge and as their hands gain in cunning. More than this, they are taught the love of beautiful things, an appreciation of nature, a love and an understanding of good books, proficiency in music, and a sense of art. We try to quicken their interest in the current events of the day. So that these children of ours are more than workers; they go out to become useful citizens, but even more than that, they are fitted to be interesting companions to each other and to anybody. They are not only enabled to make a living and a place for themselves, they are trained to enjoy life and make the most of it.

We feel justified in regarding this enterprise as a real expression of humanity's regard for humanity. We like to think of it as a practical and useful expression of the spirit of fraternity. We hope to see more of these enterprises established about the country. We want this work to go on and to broaden and increase in usefulness; we want our words of fraternity to mean something.

"Moose" Popular among Railroaders

All this may not be news to many of the readers of the Baltimore and Ohio MAGAZINE. A great number of railroad men, many of the great executives as well as hundreds of the employes, are already members of the Moose. They already know something of Mooseheart and already share in the benefits of the Order—the sick benefits, the burial expenses, the association of a congenial brotherhood during life, and the privileges of a home that we open at Mooseheart also for men broken in health, wealth and years—all these open, at a fee made purposely low, to any white man of good character and of any race or creed. Mooseheart and its care for the orphaned children of Moose members is only one, though perhaps the best, of the privileges of the Order.

Fraternalism in Industry

Nor am I saying that Mooseheart is the only possible expression in practical form of the spirit of fraternity. And by fraternity I do not

mean only the bodies of men in the various orders we know. I mean fraternity in the broadest sense. It is something that we all can practice in the most practical form. As Secretary of Labor, I am constantly seeing the need of a practical fraternity in industry, and I am constantly preaching it as a gospel in all the controversies that are referred to me for settlement. For too long a time we have been regarding the employer and the employe as two hostile antagonists, whereas we should regard them and they should regard each other as friendly partners in the common business of producing wealth for themselves and for their country.

It seems to me unfortunate that our magazines and newspapers regard industrial controversy, strikes, lockouts, and similar misfortunes as the sole items of industrial news. Discord seems to be the best advertiser. Harmony sits tight and saws wood. Thus we get an exaggerated idea of the amount of disturbance in American industry. We lose sight of the fact that the great body of it goes smoothly along its way, with friendly feeling, friendly understanding, and full sympathy between managers and employers and their men. No industry can succeed in a state of warfare, or when the Boss and his men are in constant antagonism. America has grown great because her industry is managed better than that. We are rich as we are because, in the main, we get on together as well as we do.

But there is always room to preach the gospel of genuine fraternity in industry. We never can have too much of it. We are all so eager for success, we are all so ambitious for advancement, and competition among us is so keen, that even the most confident man, the most humane employer, will get at odds and fly into fits of impatience. Good judgment deserts the best of us at times. Harmony and good fellowship in industry is like Liberty in a nation, in that both come to us only at the price of eternal vigilance. For that reason fellowship in industry should and must be more than a word with us that we like to spout on state occasions. It should be an everyday working rule with every one of us. No man can be happy at his work while he is in a state of hostility to his Boss. The manager himself may be successful as you please, but in his heart he is not a happy and contented man, he has not his own self respect, if he is not sure that he enjoys the respect and good will of his men.

Nothing in industry, in any indus-

try, no amount of high wages, no volume of profits can make up to us the bottom satisfaction that every man must find in his daily occupation, whatever that occupation may be, high or low. That bottom satisfaction is the comfort and contentment and peacefulness and happiness of getting on well with his fellow workers, be they high or low. Fellowship not merely makes for the contented man, and the contented group of workers in each individual industry, it makes for successful industry as a whole, it makes for a contented country, it makes for a country of citizens who make their country happy because they themselves are happy.

It is not for me alone to preach good fellowship in industry; it is for you who read this to preach the same gospel, every one of you, not once in a while but every day. It is not enough that you preach it; nothing will do but that you practice it as well. I am willing to give a written guarantee that fellowship, as an actual, practical workday principle in American industry, faithfully observed by us all, will make this country once more the prosperous, peaceful and progressive nation that it was six years ago before the curse and disruption of war.

Section Foreman Meier on the "Think and Act" Drive

THAT the "Think and Act" Drive and its mission have gotten into the hearts of the men in our rank and file is suggested by the following letter sent to Division Engineer Chamberlain of the Toledo Division by Foreman Meier of Section 6 at Kirkwood, Ohio:

Your "Think and Act" request is at hand. Here is the way I feel about it:

Those two, Think and Act, go hand in hand. "Think" is brain work and "Act" is hand work. Now to think and act in the right way, I must have the interest and welfare of my employer at heart. In other words, I must think and act all the time under any and all circumstances, as though I were running my own business. To do this I must think about Safety, Economy, Faithfulness, Honesty and so on. But I must not only think about them but I must act on them and act promptly and with good common sense. If I do all this, I not only think and act for the welfare of the Company but also for the welfare and safety of my fellow workmen, and for the public.

Thinking it's better to think two times before acting once, I am, etc.

Mr. Meier has coined a most sentiment phrase in his last paragraph—"to think twice before acting." Let's have more of this spirit.

The Cumberland Division Vouches for the Truth of This Story

At sunset one evening during the month of November, the trainmaster, accompanied by two other division officers, coming down the Petersburg Branch on a motor car, flushed a flock of six wild turkeys which were feeding along the track.

A wail of regret went up for the reason that no one had a gun. But the trainmaster was equal to the occasion and said, "steady boys, watch my smoke."

He turned on the electric spot light used as a headlamp, flooding the track ahead with a very bright light, through which the gobbler flew just a few feet above the track. Giving the car more gas it was but the work of a moment until a position directly under the flying turkey was obtained, when up reached the trainmaster, grabbed the bird by the legs and thus, without the firing of a shot, bagged the choicest Thanksgiving dinner of the season.

The Old Fifty-Two

By Dr. William E. Barton,

In the Cincinnati Post

MANY years ago there was a World's Fair in Buffalo. And there was a Railway that ran into Buffalo from the region toward the going down of the sun. And its officers said among themselves, Go to, let us run a train against time, and beat the World's Record or a Long Run.

And they took two fine new Locomotives that had been built to haul the Empire State Express, and they brought one of them to Chicago, and the other they placed at Collinwood, which was midway and nigh into Cleveland.

And the first of those fine new Locomotives left Chicago hauling a Baggage Car and a Day Coach and a Parlor Car. And in the Parlor Car were the officers of the company. And they had Instruments whereby to Register Speed.

And the fine new Locomotive pulled out of Chicago and hastened toward the Sunrise. And it made a good run, but when it pulled into Collinwood, it was Three Minutes under the World's Record for that distance.

And the Officers said: This will never do. The other new Locomotive must do better.

And as they were starting to hook up the other new Locomotive, behold, they discovered a Broken Valve. And they said, We cannot use that Locomotive.

Then were their hearts heavy.

But they said, Give us an Engine of some sort, for we must get to Buffalo.

And the Yardmaster said, Behold, we have only one Locomotive in the Yards with steam up and this is Old Fifty-Two—that years ago went off the main line and hath long been hauling Local Freight on a Branch Line.

And the Officers said, Give us anything that hath Wheels and a Boiler, for we must get on to Buffalo.

So they hooked up Old Fifty-Two.

Now the Engineer of Old Fifty-Two was no longer young, but in his day he had been a Great Engineer, and he knew his Engine. And he said,

Old Girl, we will give them a Run for their Money.

Now the officers were sitting in sackcloth and ashes, when they chanced to look out of the window, and behold, the Telegraph Poles went by like a Picket Fence. And they looked at their Instruments, and behold, they were going Sixty-Four Miles an hour.

And they began to Sit Up and Take Notice.

And after a time, they looked, and Behold, they were going Seventy Miles an Hour.

And they became Greatly Interested.

And the fireman was sprinkling in the coal, and keeping the steam pressure just where it belonged, and, behold, the train climbed up to Eighty-Four miles an Hour.

And when they pulled into Buffalo the telegraph instruments along the way were hot with the reports of the flight of that train.

And the World's Record for a long-distance run was broken.

Now listen unto me, all ye men who stand idly upon life's Side Track thinking that there is no great place in life for you. Hauling freight on a Branch Line is no disgrace, but highly honorable. Yet are there men who are fooling away life on Short Hauls of Less Than Carload Lots, who ought to get out onto Life's Main Track, and actually Get There.

I am no longer young, but I am running on the Main Line, with the Throttle Wide Open, and the Track Clear; and I invite other men who are no longer young, but who are capable of Going Some, to back out of the Round House and undertake some job worth while and renew their Youth.

A Good Example of How Not to Load Freight

By M. W. Jones

Secretary, Charleston Division Freight Claim Prevention Committee

A recent arrival at Weston was a car containing some 100 boxes of "pop," loaded in the manner shown in this picture. Car contained in addition to the pop 20 bags of feed and 50 bags of bran, loaded on a floor which had



"Pop" which looks as if it had accumulated a "jag"

molasses on it, which had not been cleaned off before loading. Fortunately the pop did not break, and lading was damaged very slightly, but a good way to prevent claims would be to see that such stuff as this is loaded properly, and also that floors are clean before damageable products are loaded.



Airplane Picture of the Capitol

Washington

Who created it—who planned it—and how it was made the most beautiful capital city in the world

AT the beginning of our national existence, Congress was like the proverbial Arab—a wanderer. Its places of meeting were usually determined by force of circumstances. Not until 1800 could any one community really be called the seat of government.

Just where the national capital should be located was a problem of no easy solution. The rivalry among the states was keen, for each one coveted the honor of having the capital city within its borders. Many places, now almost unknown, were assiduously put forward by their citizens as the logical and permanent seat of government. New York, for example, urged the town of Kingston. Morrisania, the home of the Morris'es, was also offered. Maryland claimed Annapolis as the ideal site, also Charlestown. The legislature of New Jersey offered Nottingham, Elizabeth, Trenton and Princeton. Williamsburg, at that time the capital of Virginia, and Germantown, Philadelphia's choice, also presented their claims.

General Washington, with characteristic foresight and prudence, recognized that states as well as men are apt to be selfish. He quickly foresaw that the only solution of the

problem lay in compromise, and advocated the setting aside of a tract of land that should belong to no state in particular and all states in general. After much discussion the decision was taken, and the offer of Maryland and Virginia to cede to the Federal Government a certain section of land on the Potomac, was accepted. This Federal territory was then named the Territory of Columbia, but after many years it was changed to the District of Columbia.

To this city was given the name of the one man whom all Americans united to honor, and the capital of the nation was called the City of Washington. Washington himself, however, modest as he was great, never associated his name with it, but in speaking and writing he always called it the Federal City.

Who Planned It?

Washington, the man, had a vision of what Washington, the city, should be like. He communicated these impressions to a Frenchman—Peter Charles L'Enfant—who had fought for American freedom, and for whose genius as a civil engineer Washington entertained the highest regard. To

him was entrusted the planning of the Capital.

L'Enfant proceeded on a scale at once so generous, so colossal and, apparently, so impossible, as to inspire the ridicule of many well meaning men in the councils of the Government. While they admired the conception of the plan, they were unsparing in their criticisms of a "project of such dazzling magnificence and unheard of costliness."

But Washington looked beyond the needs of the immediate present. He was building for a future Republic whose destiny, he saw, was to be a world power of the first magnitude. Undaunted by the criticisms of the project by many who were in his confidence, he ordered the execution of the proposed plan with all of its original elaborate embellishments unchanged.

L'Enfant took Capitol Hill as the pivot around which his scheme of planning was to revolve. This was to be the hub of his municipal wheel, and from it streets and avenues were to radiate in much the same fashion as the spokes in a wheel, intersected by cross streets and liberally punctuated with parks. These streets and avenues were named after the states of the Union.

Made Seat of Government in 1800

The city very slowly grew out of the chaos of forest and swamp in which it was built. The Government took possession of it in 1800. It was as yet far from completion. The White House at one end of Pennsylvania Avenue and the Capitol at the other end were as yet unfinished. This thoroughfare was a broad, muddy street, fringed on both sides with a thick growth of underbrush in all of its pristine wildness.

Many foreign visitors to our Capital in those days were wont to laugh more or less derisively at its unkempt streets, shacks, unfinished public buildings and frontier-like aspects. It is said of Thomas Moore, who visited Washington in 1806, that he sneeringly referred to it as a "pretentious impossibility."

Viewed in its roughness in those days, such uncomplimentary remarks may have had more or less justification. In fact, for sixty years Washington was far from attractive.

Not until after the close of the Civil War and when this country became more truly and more intensively American than ever before, did the realization for the need of a capital city of real pretensions and beauty manifest itself.

It was then that our Capital began to assume something of the grandeur that Washington visioned and L'Enfant planned. Hills were leveled, swamps drained and streets laid out and finished. New and beautiful buildings were erected; fine residences sprang up here, there and everywhere. Thousands of beautiful trees were planted. Parks were skillfully laid out and richly adorned with plants of every description.

The population grew with amazing rapidity, and the new Washington that you see today—the city that for so many years stood at a standstill and seemed destined never to be any different—is the tangible evidence in stone and metal of the great dream of the Father of our Country.

New St. Louis Division a Consolidation of Indiana and Illinois Divisions

WITH a view to effecting more economy in the operation of the Southwestern lines of the Baltimore and Ohio Railroad, on January 1 the Company consolidated its Indiana and Illinois Divisions into the "St. Louis Division," with headquarters at Washington, Ind., the central point between Cincinnati and St. Louis.

With this rearrangement, C. G. Stevens, formerly Superintendent of the Illinois Division, becomes superintendent, with the following staff:

This arrangement is in line with the Company's aim to effect economies wherever possible without danger or detriment. The change was decided upon only after the subject had been given the most careful study from various viewpoints for some time past.

The mileage of the consolidated division will be approximately 640 miles, covering the main line and branches between the cities of Cincinnati and St. Louis, composed of 400 miles of the original Illinois Division with its branches to Springfield

and Shawneetown, Ill., and 240 miles of the Indiana Division, including the line to Louisville, Ky.

The territory embraced in the new division can be readily handled from the new headquarters at Washington, Ind., which is conveniently located at the center of the division.

Hanford MacNider, National Commander, American Legion

HANFORD MACNIDER, National commander of the American Legion, was born October 2, 1884, at Mason City, Ia. He was graduated from Milton Academy, Milton, Mass., in 1903, and from Harvard College in 1911.

He served on the border as a first lieutenant, Second Iowa Infantry. At the outbreak of the World War he entered the officers' training camp at Fort Snelling and was commissioned as second lieutenant.

He arrived in France September 20, 1917, as an officer in the Ninth Infantry. During his overseas service he was promoted to major and later served as lieutenant colonel of infantry. He was wounded at St. Mihiel and holds the following decorations:

Distinguished service cross and one cluster, chevalier de legion d'honneur, croix de guerre (five citations, five palms, one gold and one silver star), fourragere and the Italian war cross. He was cited three times in general orders.

Before his departure from France he served as adjutant of the Second Division under Major General John A. Lejeune.

Since his return to civilian life he has been prominent in Legion work in his state, having served as commander of his post at Mason City and later as commander of the Iowa Department.



Hanford MacNider

Headquarters.	Territory.
H. S. SMITH, Train Master	Washington, Ind. Mitchell to Flora, not including Mitchell or Flora
K. S. PRITCHETT, Train Master	Flora, Ill. Flora to East St. Louis, including Flora and Springfield Sub-division
J. B. PURKHISER, Train Master	North Vernon, Ind. Cincinnati to Mitchell, including Mitchell Yard and Louisville Sub-division
C. H. CREAGER, Road Foreman of Engines	Washington, Ind. Washington, Ind., to East St. Louis, including Washington Yard and Springfield Sub-division
S. A. ROGERS, Road Foreman of Engines	Washington, Ind. Washington, Ind., to Cincinnati and Louisville Sub-station
M. A. MCCARTHY, Division Operator	Washington, Ind. St. Louis Division
J. J. HERLIHY, Master Mechanic	Washington, Ind. St. Louis Division
J. HEWES, Jr., Division Engineer	Washington, Ind. St. Louis Division

Passenger Department

The Speed Mania

HUMAN nature is alike in every clime and in some instances we are very little removed from animals. We all do funny things.

It is the general observation that a hen crossing the road in front of an automobile will change her mind and hurry back across her tracks just about the time and place the automobile is moving.

A visitor to New York has found out that when people use the escalators in department stores and at high elevated and subway stations, they never use them for what they were intended; that is, to mount the step and remain stationary to be carried to the top in order to save energy. Instead, people invariably run up these steps one or two at a time while in motion, endeavoring to beat the thing to the top.

Another observation is that there is a tendency of a traveler to take the fastest train between two points. This is logical and natural if one is actually, through necessity, in a hurry to get from one point to another.

But it is known that many persons take the fastest train available, although they may be placed to considerable annoyance and expense in so doing, reach their destination without any immediate object in view and are obliged to kill several hours' time without reason. They might take a much more convenient train, better adapted to their purposes, at less expense, and reach their destination at a more convenient hour; but they won't take the train for the reason that it is not as fast as the other train.

This is a well known fact, even in instances where there is but a slight margin of ten minutes between the running time of the inconvenient train and the convenient train and the elements of safety, comfort and dependability are in favor of the latter.

Good Morning!

The greeting is a good appetizer for breakfast

THE recent announcement of our table d'hôte breakfasts caused this comment in the *Baltimore Sun* of December 16:

Fifty-cent breakfasts will appear tomorrow on the menu cards of the Baltimore and Ohio Railroad dining cars for the first

time since dining-car prices have started back to normalcy.

One of the features of this new breakfast menu is the line at the top, which is "Good morning! May we help you select your breakfast?" The table d'hôte menus range from 50 cents to \$1, while the old à la carte remains "as is," according to E. V. Baugh, superintendent of dining cars.

Luncheons and dinners on the table d'hôte order have been in effect on the different lines since last summer or before, but this is said to be the first time that the Baltimore and Ohio has arranged table d'hôte breakfasts for its patrons.

Here is a sample of the wide and attractive variety:

GOOD MORNING!

May we help you select your breakfast?

BALTIMORE AND OHIO RAILROAD DINING CAR SERVICE

Please order by number only.

No. 1—50c
BAKED APPLE WITH CREAM
HOT ROLLS OR MUFFINS
COFFEE TEA MILK

No. 2—50c
GRAPEFRUIT, HALF
DRY OR BUTTERED TOAST
COFFEE TEA MILK

No. 3—65c
ORANGE, SLICED
HOT ROLLS CORN MUFFINS
COFFEE TEA MILK

No. 4—70c
APPLE
INDIVIDUAL POST TOASTIES WITH CREAM
HOT ROLLS
COFFEE TEA MILK

No. 5—75c
STEWED PRUNES
INDIVIDUAL CORN FLAKES WITH CREAM
HOT ROLLS MUFFINS
COFFEE TEA MILK

No. 6—80c
ORANGE
POACHED EGGS (2) ON TOAST
HOT ROLLS MUFFINS
COFFEE TEA MILK

No. 7—90c
GRAPEFRUIT, HALF
MINCED HAM WITH POACHED EGG
HOT ROLLS MUFFINS
COFFEE TEA MILK

No. 8—\$1.00
SLICED ORANGE
OATMEAL WITH CREAM
COCHRANE FARM SAUSAGE
HOT ROLLS BRAN MUFFINS
COFFEE TEA MILK

DEER PARK, MARYLAND, SPRING WATER
IS USED EXCLUSIVELY

Suggestions for the betterment of the Service are invited.

E. V. BAUGH
Superintendent Dining Cars
Baltimore, Md.

Like Oysters?

CHESAPEAKE Bay oysters are featured in an unusual way on the diners between New York and Cumberland. Twelve different styles of serving oysters, from cocktail to omelet, are on this menu, which is oyster-shaped and oyster-colored. Can you imagine how this choice, offered by the Railroad to its patrons, would whet your own appetite?



CHESAPEAKE BAY OYSTERS

OYSTER COCKTAIL 40c

OYSTER STEW 40c

CREAM OYSTER STEW 50c

SOUP CREAM OF OYSTERS, TUREEN 40c

PANNED OYSTERS ON TOAST 65c

ROAST SHELL OYSTERS 75c

BROILED OYSTERS, MARYLAND STYLE 75c

HAM AND PANNED OYSTERS ON TOAST 80c

OYSTERS AU GRATIN 65c

OYSTER FRITTERS, CHILLI SAUCE 65c

OYSTER PIE INDIVIDUAL 65c

OYSTER OMELET 65c

The Longest Non-Stop Railroad Run

THE Cornish Riviera Express from Paddington Station, London, to Plymouth, England, a distance of 226½ miles, makes the run in four hours and seven minutes, passing through 68 towns.

This makes the run of a mile in about one minute and eight seconds.

Appreciation

IN all the advertising matter placed by the Passenger Department in recent months, stress is laid upon the efforts of the Company to "provide service that incorporates safety, convenience, comfort, dependability and courtesy, supported by a dining car service that meets every reasonable requirement."

It would appear from the many complimentary letters we are receiving that we are succeeding in delivering the goods.

We quote a number of expressions from letters from prominent persons in sections covering our entire territory, which would indicate that the good service is not confined to any particular locality. These letters, because unsolicited, are especially appreciated:

"I have recently returned from Bermuda. The trip to New York over your road on October 28 was an example of such excellent service that I do not feel that I should let it go unnoticed. The manner in which I was assisted in securing reservations and arranging for the delivery of the trunks to the Furness Bermuda Line, the placing of the trunks in the hold without awaiting the presentation of claim checks, all through your representative's valuable assistance in New York, when my family and I arrived, and the excellent service on the train, combined to make a delightful trip and an example of perfect service."

* * * *

"Just a line to tell you how much I appreciated the service on the Baltimore and Ohio between Wilmington and Chicago. You will remember I purchased a round trip ticket to San Francisco for my wife, using your lines to and from Chicago. It was my privilege to get your Number 8 out of Chicago and I assure you that it was a pleasant trip, and one made very expeditiously."

* * * *

"I wish to register my sincere appreciation for the efficient and careful manner in which you took care of the reservations, as far as Pullman service was concerned, for the men from my district, during our convention last week.

"Every man who attended this convention and availed himself of the facilities provided by your Company is deeply appreciative of the personal effort put forth by yourself to make the trip a pleasure instead of an annoyance.

"You can rest assured that it is our belief that your personal attention in this matter is the prime reason for the splendid service we enjoyed and I feel that it is due to you that we express our appreciation for your efforts in our behalf."

Growing

"If all the trees were one big tree, what a great, great tree it would be."

The above quotation, from an old, old tale, is applicable to the railroad:

"If all the employes keep the Company's interests in mind, what a great, great railroad we will be."

There is hardly an employe of the railroad, in any capacity, who at sometime does not have an opportunity of securing a passenger for the railroad.

We quote a letter received by one of our superintendents from an agent who had his Company's interests in mind.:

Dear Mr. ———

Superintendent.

I read in the last Baltimore and Ohio MAGAZINE about Mr. ———, agent at ———, securing a passenger for Cleveland.

Yesterday a party came in after freight and stated he was going to Washington, D. C., to-day on the ———-railroad from Cleveland. I said, "we can give you as good service over the Baltimore and Ohio, and I will have your Pullman reservation for you." He said, "All right," and I wired Cleveland at once for the reservation, and before the party could drive from station to his office I received reply to my message and gave him the berth number. I call that "service;" and the party called me up and thanked me for it.

This is only one case in a dozen that have happend at this point that I could report.

—————Agent.

Alert

OUT in a little town on the Charleston Division that is not generally known, the ticket agent was on his job and has been commended by his superintendent.

Two passengers going to New York, came to him to route them a certain way, which included a competing line. He took the trouble to figure out the cost and explained to them that they could save money and time by using his line all the way. This had not occurred to the passengers. He got the business.



Open the shell and find the OYSTER! The Dining Car Department's assortment of oyster dishes (12 of 'em and they're all good) is presented to patrons in our attractive menu card with this cover—shape, size and color, *au naturel*—front and back

Safety Section

What I Intend to Do to Make Safety Count in 1922

By J. E. Faherty, I. C. C. Inspector, Benwood, W. Va.

Note: This is the best article written by a Baltimore and Ohio employe on Safety that has come to the Magazine Office in months.

—Ed.

WHAT do I intend to do to make safety count in 1922?

I intend, first of all, to recognize the fact that membership on a Safety Committee imposes a responsibility, the fulfillment of which demands active, interested service, instead of mere passive or perfunctory service. Accordingly, I intend to familiarize myself with the rules established by the Safety Department, and to read carefully and consider the recommendations and suggestions contained in the bulletins issued from time to time. I know that the ideas contained in those rules and recommendations were conceived by intelligent men who have applied themselves to the task of safeguarding workmen from all humanly preventable accidents.

Having acquired a knowledge of the rules myself, I shall endeavor to impart the same to my fellow workmen, whenever opportunity affords, and to make a practical application of them to my daily routine in the shops.

By keeping always in mind the meritorious objects of the Safety movement, I hope to be able to cultivate habits of carefully observing conditions as I go about my work, with the object of detecting, not alone obvious, but also potential liabilities to accidents.

The ability to detect the possibilities of accidents that might result from certain conditions, but which are not presently apparent, I consider one of the most essential attributes of a Safety committeeman. Perhaps some of you may have heard, as I have, following an accident resulting in injury to a workman, the regretful remark by some fellow-workman that he had noticed the condition which caused the accident, but that he did not think it was a dangerous condition. When it was too late he could easily see how the accident might have been prevented. Just here is where the usefulness of the Safety movement becomes ap-

parent. The trained powers of observation that result from an active interest in Safety would likely have enabled him to detect the danger before the accident.

Following up the thought expressed in the preceding paragraph I want to say that the regret and sympathy felt by workmen when one of their number has been injured should serve as the basis of a most persuasive appeal to line them up in the Safety movement. To stand by and see some poor fellow writhing in pain, and to feel that a little more interest taken by us in the welfare of our fellow-man might have prevented his suffering, would certainly not be a pleasant sensation. A man would be less than human who would not prevent an impending injury to another if he knew that it was in his power to do so. Yet, while we would prevent the reality if we could, there are so many of us who fail to realize that a little care and interest on our part might prevent possibilities from becoming serious realities.

Nothing is more important or more effective in the Safety movement, than a voluntary interest on the part of workmen themselves. Once the interest has been conceived, the reason and judgment of any intelligent person will direct him in the course he should pursue to produce desired results. It follows, then, that it is the duty of every person who accepts service on a Safety Committee to do what he may to induce his fellow-workman to take an interest in the Safety movement. That I intend to do.

I started out to tell what I intend to do to make Safety count in 1922; but the subject suggests so many ideas which I have thought might be of benefit to others that I hope I may be pardoned for indulging in a few suggestions instead of confining myself strictly to a formal declaration of my intentions.

There is another subject upon which I would like to make com-

ment—the chronic scoffer—the fellow who is generally disposed to be censorious, or sarcastically critical of anything and everything that does not originate in his own mind. This fellow, when he sees an unsafe condition, generally to excuse himself for a lack of ambition to interest himself to the extent of changing the condition, or calling it to the attention of others who would be glad to do so, indulges in sarcasm or cheap wit directed against the Safety movement. None but a fool would be spiteful against, and attempt to belittle a movement designed to safeguard him in the conditions incident to his work. There may be, and no doubt are, unsafe conditions known by them to exist, and which have existed through long periods, upon the basis of which they might presume to justify their conduct. But they fail to consider that while they may be aware of those conditions those who could and would remedy them may not be aware of their existence.

The persons actively interested in the promotion of Safety must depend to a considerable extent upon other persons to keep them advised of unsafe conditions. Let us, therefore, endeavor to persuade such persons to refrain from useless and senseless criticism, and to assume the more manly attitude of helpfulness. I intend to do what I can in that way.

Let us remind the man who might try to excuse his lack of interest in the Safety movement with the statement that he is not his brother's keeper, that Cain, the originator of that excuse, failed to get by with it. The laws of civilization impose upon its members a regard for the welfare of their brothers. It is also divinely commanded that we love our neighbors as ourselves. There are few of us, to be candid, who observe that commandment literally, but we can all very gracefully observe it to the extent of trying to protect our neighbor from preventable accidents.

I intend that my interest in safety shall not be suspended during my time off duty, nor confined to the department in which I am employed. I intend to take advantage of opportunities whenever and wherever they may arise, to promote the movement, and I am of the opinion that one does not have to go far out of one's way to find such opportunities. They may be found when walking along the tracks by noticing bad conditions in the tracks, or obstacles lying between them in the yards which would make unsafe conditions for trainmen, or switchmen, particularly at night. By observing

trains in the yards or passing trains, for defects readily seen by the careful observer, such as bad wheels, defective couplings, loose and dangling appliances, etc., the observer will be rewarded with the comforting satisfaction that he may have prevented an accident to a fellow-workman.

To do these things it is not necessary that we constitute ourselves track walkers or car inspectors. We have only to practice habits of careful observation and force of habit will in time enable us to recognize unsafe conditions almost at first sight.

The safety of train movement is an object worthy of our most careful attention. There are so many ways by which an interested Safety worker might help along that line that I shall not attempt to recite them here. They are obvious.

Although it may not be entirely relevant to the subject, I intend to acquaint present and prospective customers of the Baltimore and Ohio with whom I may come into contact, with the sincere efforts that are being made by the officials and employes of our Railroad to make travel over its lines as safe as humans can make it; and that they are striving to make our road the safest railroad in the country.

Wear Your Goggles!

THE picture shows the damaged condition of a pair of goggles worn by Machinist L. H. Bollens while performing duty on one of the machines in the Glenwood Machine Shop, on August 18. If Mr. Bollens had not worn these goggles, he undoubtedly would have lost the sight of his left eye. This is only one of the many instances in which goggles have proved their value to employes at Glenwood Back Shop.

Of all chance takers, the most foolish is the one who takes a chance with his eyes: and for two reasons, first—because a blind man has such a terrible handicap in life; second—because wearing the protecting goggles, furnished and paid for by the Company, is such an easy thing to do.



A tell tale picture

THE BALTIMORE AND OHIO RAILROAD COMPANY SAFETY DEPARTMENT

Honor Roll Shops Are Those Having No Reportable Injuries

Casualties and man hour record of shops working more than 50,000 man hours during the month of November, 1921

THIS MONTH'S HONOR ROLL		INJURIES	MAN HOURS WORKED	RANK IN OCTOBER	
NONE					
RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN OCTOBER
1	Lincoln St. (including Robey St.).....	70,420	1	70,420	21
2	Cumberland (Master Mechanic).....	183,644	3	61,215	13
3	Washington, Ind.....	103,306	2	51,653	6
4	Newark.....	97,894	2	48,947	3
5	East Side.....	86,139	2	43,069	2
6	Connellsville.....	188,195	8	23,524	1
7	Ivorydale.....	136,430	6	22,738	10
8	New Castle.....	65,149	3	21,716	17
9	Willard.....	76,689	4	19,172	15
10	South Chicago.....	73,236	4	18,309	12
11	Lima.....	84,390	5	16,878	4
12	Lorain.....	64,147	4	16,037	14
13	Glenwood (Master Mechanic).....	74,159	5	14,832	9
14	Glenwood (Back Shop)..	191,318	13	14,717	11
15	Keyser.....	172,407	13	13,262	8
16	Brunswick.....	109,200	9	12,133	5
17	Riverside.....	120,224	10	12,022	22
18	Grafton.....	83,817	8	10,477	18
19	Cumberland (Back Shop).....	99,692	10	9,969	19
20	Garrett.....	108,653	11	9,878	20
21	Benwood.....	62,643	7	8,949	7
22	Chillicothe.....	80,889	10	8,089	16
23	Mt. Clare.....	330,224	58	5,694	23

Casualties and man hour record of shops working 50,000 or less man hours during the month of November, 1921

THIS MONTH'S HONOR ROLL		INJURIES	MAN HOURS WORKED	RANK IN OCTOBER
East Dayton.....		0	46,890	1
Painesville.....		0	39,730	Honor Roll
Somerset.....		0	24,911	13
East Chicago.....		0	24,417	8
Weston.....		0	14,838	14
Haselton.....		0	14,724	Honor Roll
Sabraton.....		0	10,403	11
Cone.....		0	4,888	Honor Roll
Harrisonburg.....		0	3,339	Honor Roll
North Vernon.....		0	2,823	Honor Roll

RANK	SHOPS	MAN HOURS WORKED	NUMBER OF INJURIES	MAN HOURS PER INJURY	RANK IN OCTOBER
1	Holloway.....	42,198	1	42,198	7
2	Fairmont.....	36,680	1	36,680	Honor Roll
3	Gassaway.....	27,017	1	27,017	3
4	Flora.....	24,088	1	24,088	4
5	Rossford.....	45,490	2	22,745	2
6	Allegheny.....	20,748	1	20,748	15
7	Green Spring.....	19,875	1	19,875	16
8	Storrs.....	45,892	4	11,473	5
9	Stock Yards.....	19,732	2	9,866	6
10	Ohio River Low Yard...	39,213	4	9,803	10
11	Ohio River High Yard..	35,840	4	8,960	9
12	Cleveland.....	37,958	5	7,592	Honor Roll
13	Zanesville.....	33,713	5	6,743	12
14	Martinsburg.....	24,848	4	6,212	17

Total Injuries of All Shops Reporting:

January, 200; February, 129; March, 116; April, 78; May, 133; June, 150; July, 207; August, 185; September, 229; October, 216; November, 234.



Care of the Feet

By Dr. C. W. Pence

Medical Examiner, Philadelphia, Pa.

ONLY those who have suffered with bad feet, or from improper care and neglect of them, can appreciate that feeling of relief to be derived from foot comfort. Proper consideration and care of the feet is essential to mental contentment, personal efficiency and good health.

Good feet are a great asset to the individual in any occupation, and in no line of employment is the possession of two good feet more necessary than in that of railroading, where the duties of the occupation demand constant alertness and ready control of both mental and physical powers of the individual so that he may be able instantly to accommodate himself to any emergency. One with bad feet, like a locomotive running with one cylinder, will expend full energy and additional labor endeavoring to complete a task, and in the end it is only accomplished at the expense of lowered efficiency. The feet bear the weight of the body, and are the means by which our movements of position may be shifted readily. To accomplish free movement in changing positions it is necessary to keep the feet in good condition, so that there will be no interference from unnatural causes.

Feel Fit with a Good Fit

In conserving health it is most important to keep the feet warm and dry, as through neglect of this preventive measure we contract such ailments as colds, pneumonia, and rheumatism, with attendant suffering and distress. All bad feet as a rule, unless congenital, are due to neglect, one of the most frequent causes being improperly fitting shoes. To secure the greatest measure of foot comfort, good judgment should be exercised in the selection and fitting of shoes. Shoes that protect and

give comfort to the feet should only be worn and should not be permitted to distort or cramp the feet. Shoes should be of proper length and width, with broad toes and heels, and good soles which will permit freedom of movement and conform comfortably to the feet.

Improperly fitting shoes contribute to foot discomfort and due regard should be paid to their selection. They should not be too long or too short; if too short, they will cramp the feet, and if too long they may irritate the feet by the rubbing of the sock, causing an uncomfortable condition, and one which may cause an infection with serious results should the skin be broken and colored socks worn. Corns, bunions and callouses are aggravating pests, marring the peace and comfort of the sufferer, and are generally caused by friction from improperly fitting shoes or socks. These conditions are hard to eliminate permanently, but temporary relief can usually be obtained by a visit to the chiropodist. It is well to exercise care and good judgment in acting as your own foot-surgeon, to get relief from a particularly aggravating corn or bunion. Avoid the use of a knife or razor. There are many cases on record where blood poisoning has resulted from the practice of trimming the corn or bunion too closely with these emergency instruments.

Nature has contributed her share to the inconvenience and suffering of the human race from foot discomfort by afflicting some with flat-foot or dropped arches, hammer toes, overlapping or crooked toes, ingrowing toenails and a nerve condition of the toe known as the "Morton Toe." These conditions are subject to correction such as would be administered by a competent chiropodist or

foot-surgeon, by removing the pressure through mechanical assistance, or in the ordering and wearing of properly adjusted appliances and suitable shoes. Flat feet are frequently responsible for pains in the muscles of the lower legs, aching feet and foot weariness, which condition is often mistaken for rheumatism and can be materially relieved by wearing properly adjusted arch supports, thus throwing the arches back into line, relieving the strain on the ligaments of the legs and feet.

Rheumatic feet, "kidney" feet, gouty feet, eczema of the feet and cold feet, although persistent, may be relieved by proper care and medical treatment. An especially aggravating condition affecting many feet, causing much unpleasantness and discomfort, known as "perspiring" or "sweaty" feet, may be remedied by frequent changes of stockings and shoes, and bathing the feet with a little vinegar or salt added to the water, then dusting the feet and stockings with some good foot powder.

The importance of the care of feet requires little argument to convince the sufferer of the necessity of following these suggestions. A large percentage of draftees presenting themselves for physical examination during the recent World War were found to be suffering with some variety of foot trouble, and this condition was largely due to neglect, and was subject to correction by the exercising of proper care and treatment. As there are many remedies and appliances for the correction of all foot ailments, one should not continue to suffer when such relief is available. In ordinary cases of foot weariness the condition may be relieved and comfort promoted by the frequent changing of shoes and stockings and by massaging and soaking the feet in hot or cold water.

A good maxim to follow is to be considerate of your feet, and never sleep with shoes on. Full foot comfort for tired and aching feet is complete foot rest, and this can only be obtained by removing the shoes, and relieving the pressure on the feet.

Rules for Cold Nights

Have your window open but do not sleep in a draft.

Use plenty of warm but light weight covering.

Don't go to bed cold; if possible, have the bed warm before getting in.

There is no virtue in having a frigidly cold room; just be sure that there is good ventilation.

A. E. Erich Awarded Prize as Best Magazine Correspondent for 1921

AT the close of 1920, through the generosity of the Railroad, the MAGAZINE was enabled to give a prize to the correspondent who had done the best work during that year. The prize was the famous fifty volume set of Harvard Classics, a small library in itself and said to contain the best selection that has ever been made of the literary masterpieces of all time.

This year we are again able to bestow this prize for the best work during 1921, this time on A. E. Erich, secretary to superintendent, Ohio Division, and MAGAZINE correspondent for that division.

An examination of the MAGAZINE for the year 1921 will show why Mr. Erich wins this prize. Each month he has seen to it that his division was represented with interesting, constructive and carefully prepared notes, although, on account of the disturbances in the printing trade, not every issue of the MAGAZINE shows notes from the Ohio Division. But they were submitted for every month or which they were requested, so in this respect Mr. Erich has a record of 100 per cent.

Mr. Erich's notes are so written as to make an almost ideal representation for his division in the Among Ourselves Department. They are personal, chatty, friendly and comprehensive. Yet there is nothing trite, overworked or picayune about them. The Among Ourselves Department is the first part of the MAGAZINE examined by most readers and if it provides an interesting introduction to the rest of the MAGAZINE, the reader is encouraged to look elsewhere for entertainment and information. Mr. Erich has shown a particularly happy ability to set forth in a friendly way the problems of the

Railroad to the employees of his division and this is the best part of his MAGAZINE work.

Mr. Erich was born on November 20, 1891 at Alma, Ohio. He began work for the Baltimore and Ohio on May 22, 1910 as stenographer in the Motive Power Department, Office of General Foreman. In 1913 he was made stenographer to the road foreman of engines and in 1918 was made secretary to the superintendent, which position he still holds.

He is mighty well liked by all of his associates and by the employees of the division and has the reputation of being extremely thorough in his work and always ready to lend a helping hand in anything affecting the welfare of the Railroad and its employees.

We congratulate Mr. Erich on having won the prize and wish him continued success in his regular work as well as that of MAGAZINE correspondent.

Mr. Erich's letter of appreciation

has just reached us in time for this issue, viz:

CHILLICOTHE, OHIO, December 27, 1921.
Editor,
Baltimore and Ohio MAGAZINE,
Baltimore, Md.

Dear Sir—I appreciate most highly the set of Harvard Classics, which you forwarded to Mr. Iams, to be presented to me. These were given me before the office force on the day before Christmas, and to say that I was agreeably surprised, does not express my feeling at that time. I could hardly realize that what was being said was intended for me. A set of books like the Harvard Classics is something I have always wanted but never expected to possess. I can assure you that, when sending in my notes I had no thought of qualifying for any reward; in fact there were times when it was my opinion that I was not even qualified to be called correspondent of this division, as it seemed to be impossible to have my items as interesting as they should be.

To express my thanks to you does not in my estimation convey my appreciation, but this seems to be the only thing I can put in words at this time.

Yours very truly,

(Signed) A. E. ERICH,

Secretary to Superintendent.

Baltimore and Ohio Service a Shining Light by Comparison

NORFOLK, VA.

YORK, PENNA.

R. P. ANDREWS PAPER COMPANY

WASHINGTON, D. C.

November 7, 1921

Mr. C. W. Galloway,
Operating Vice-President,
Baltimore and Ohio Railroad Company,
Baltimore, Md.

Dear Sir:

We business men receive so many kicks that the thought occurred to me that a few complimentary comments sometimes cause rays of sunshine on a dark day.

As President of the National Paper Trade Association I had a great deal of traveling to do last year as well as this, principally between Washington and New York and Washington and Chicago.

I have just returned from a trip to Chicago where I was attending the semi-annual convention of the National Paper Trade Association, and I cannot refrain from commenting on the splendid service that the Baltimore and Ohio Railroad is giving to the public between Washington and Chicago, and Washington and New York. The politeness and "anxious to please way" of the employees generally is so unusual that it makes the Baltimore and Ohio stand out as a shining light by comparison. Especially is this true of your dining car service, which for quality, quantity, reasonableness in prices, and excellent service should be an example for some other trunk lines which I will not mention.

Very truly yours,

(Signed) R. P. ANDREWS,

President.



A. E. Erich



BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*

MARGARET TALBOTT STEVENS, *Associate Editor*
Office, Mt. Royal Station, Baltimore, Md.

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

Akron's Message for 1922.

There are many old fashioned folk who live exclusively by the dictum, "business is business." They don't believe that pleasure and the interests of our every day work can be profitably associated. But evidences of social organizations on the Railroad, helpfully combining recreation with a pursuit of greater efficiency and smoothness in work, belie their opinions. We have a number of such and their usefulness is unquestioned and their futures bright.

We take off our hats to our Akron friends, for the following, a sort of foreword to their prospectus for 1922:

The Baltimore and Ohio Welfare League of Akron was organized in September, 1920, for the purpose of uniting the employes of The Baltimore and Ohio Railroad Company into one large family bound together by ties of friendship, that we all might laugh and play together and so that out of our friendship might come harmony and co-operation in our daily tasks. Our aim is to make the Baltimore and Ohio Railroad in Akron the line of least resistance, i. e., that shippers can do business with us more easily and with more pleasure to themselves than with any other railroad in Akron. Let us keep up the good work and make the year that is before us a more pleasant and profitable year than the present one has been. Our Welfare League has been extremely successful, but its continued success is dependent upon the co-operation and interest of every employe in Akron District.

Let's all get together, put our shoulders to the wheel and help make the coming year a brilliant one for our association.

More friendliness in our relationship—a better understanding of each others problems—these are things we much need. Can you imagine the standing of the Baltimore and Ohio among railroads on December 31, 1922, if we should all practice the splendid spirit suggested in these paragraphs?

Two Conductors

Jim is a cheery man. Passengers on the 8.15 brighten up at his greeting. To have Jim punch your ticket is to get a good day's start. Old commuters whom he calls by name bristle with pride.

On the 8.27 is another conductor. His name is No. 444. At least, no one knows his name or wants to. He is brusquely efficient. He says "Tickets, please," in

such a way that the "please" sounds like a cuss word. Timid women passengers give him an unfailing chance to raise his voice and roar. The folks who ride with No. 444 are always talking about a committee to fight the railroad—fight it about increased fares, bad service, anything.

Jim and No. 444 both work at the same salary. One of them costs the road more than it could afford to pay its president.—*Collier's*.

The Capital City and the Baltimore and Ohio

You have seen the amount of space the newspapers have devoted to the Conference on Limitation of Armaments. You will probably read only the headlines, but you cannot help but have reached the conclusion that the eyes of the world are focused on the conference and, on that account, on the Capital City of Washington.

You have possibly seen the further proposals for an Economic Conference—to solve the problems of the receiverships which threaten many nations. You have seen it suggested that this, too, be held in Washington, and without being in the least bit egotistical, you have naturally concluded, that, in a very true sense, Washington is the world's capital.

Our country has made a reputation for itself in international affairs, a reputation for unselfishness, honesty and a willingness to help other nations who need help, without our wanting to hold the bag for any plunder. Americans can be proud of this because it is a new phenomenon in the history of the world and one in which just pride can be taken. And it is just because of the strength, clean record and the willingness of the United States to help, that other nations hesitate to enter into a discussion of problems affecting the whole world, without America's counsel.

Washington is, therefore, constantly in the strong limelight of the world's scrutiny. At the same time Washington is what might be called the hub of the Baltimore and Ohio, for from it radiate her two main lines to the East and to the West. There is scarcely a day that goes by in Washington that some event of world-wide importance does not take place—some event which it would pay almost any citizen to witness and to make a part of his or her individual history.

Remember this when you hear your friends and associates outside of the Railroad service talk of trips between points east and west which cross the line of Washington. Remember that they would probably be delighted to use our liberal stop-over privileges in that city, to attend some of the big conferences now in session or to visit the numerous spots of great historical interest. Let Washington and its throbbing political life and historical associations help the Baltimore and Ohio bring its splendid service to the attention of more people, as the Baltimore and Ohio, because of its strategic location, its progressiveness and the patriotism of its personnel, has helped Washington as the seat of our government during all our Railroad history.

Back To Verbal Orders

During the readjustment period that followed the war, we heard of a company that discarded all formal routine and went back to the old basis of verbal orders.

Price changes, cancellations and market upsets came so thick and fast that it was found necessary to handle matters directly and personally.

The president moved his desk out into the main office, and a large corps of flunkies, Court Chamberlains, First-

Gentlemen-in-Waiting, cup bearers, and warders at the postilion gate was eliminated.

Curtains were raised and doors were opened wide. Any employe or customer who wanted a decision went directly to the proper person and got his answer.

To do business this company found it had to get back to first principles.

This shows how easy it is to carry a good idea too far. System, routine, formalities and check-ups are all good, provided they are used as a means to an end. But when they begin to choke the pipes it is time to clean house.

Cast-iron routine is always dangerous in business, particularly in times of rapid changes. Routine is the curse of publicly-owned enterprises such as the postoffice, and large corporations such as railroads.

Rules are only made to be broken.

System is a means to an end. When it becomes the end itself—get rid of it.

—Brenneman's Fine Biscuit Magazine

The Thrift Idea

All great movements are built on ideas. It has often been discovered that a field is fertile for the propagation of a great idea, but the idea has never been planted and the growth has not come. The habits which nations form are strengthened by the careful planning and organization work of skilled men about an idea. The Christmas Saving Fund idea is a good illustration of this.

In Baltimore alone just before Christmas of 1921 over three million dollars was sent out in check form by the banks to depositors of the funds which had accumulated during the year through the Christmas Saving idea. That represented approximately six dollars apiece for every person in the City of Baltimore. What proportion of this went for jim cracker of no permanent value, no one can say with assurance, yet the opinion of those directing the accumulation of these funds is that most of the money was turned into trade channels in unusually profitable ways; to start a permanent savings fund; to make a needed improvement on a home; to start a nest egg for a home, etc.

It is not too late to start your Christmas Saving fund. Almost any bank offering the plan will be glad to take the accrued payments now. Start today and see how little you miss the dollar or two dollars a week, which, if not saved, would probably be spent in profitless ways.

Using Good Bait

Text: When we set a trap for a fox we bait it with something a fox likes.—Ed. Howe.

A crook never offers six per cent. and safety when he wants your money.

Six per cent. is not good bait.

The crook offers 25 and 50 per cent. and we bite because we like the bait, although our common sense tells us to keep away.

The reformers are very much like the get-rich-quick artists.

A reformer does not tell his audience that under his scheme for social reorganization it will still be necessary for all of us to work for a living and practice thrift, temperance and fairness.

He promises a three-hour day, pensions, and a governmental job for everyone.

Many people like this bait, and that is the reason crooked reformers are always able to raise enough money to pay themselves a good salary.

—Brenneman's Fine Biscuit Magazine.



The Melting Pot

It was the day before one of the annual football games between two of the members of the "Big Three." The train had picked up quite a number of undergraduates at the little junction point, bound for New York, whence, on the morrow, they would proceed to the scene of the conflict one hundred miles beyond. Four of the team's rooters, older men and presumably graduates of the university, were playing cards on a suitcase set on their knees between two facing seats. The car was filled just enough to leave a few vacant single seats here and there, and they chose one of these on the outside of the seat opposite them to deposit their heavy overcoats. On the inside of the same seat sat a well dressed, yet not especially impressive looking fellow, of the undergraduate type. He looked still less impressive as the heavy coats piled at his side dwarfed him into his corner.

At the next stop, about thirty miles from the metropolis, so many people got on the car that it was necessary for the card players to remove their coats and put them on the racks. In place of them there sat down an Italian woman of bulky proportions with four of her brood of children about her. One she put on her lap, another she placed between her and her seatmate, already crowded into the window side of the seat, the other two hanging on to the arm rest.

"Pretty full house our freshman friend has across the aisle," said one of the card players.

"Yes, I don't believe he has been quite accustomed to just that kind of traveling before," said another.

"Why?" was the rejoinder.

"Oh, just because he happens to be ————. You'd never know it, would you?—he fits in so well with his present social status."

All this was said in an undertone. The subject of the remarks did not hear them.

He was, nevertheless, just a bit embarrassed because of the proximity of the Amazon and her brood, but he was making the best of the awkward situation and perhaps enjoying it as quite a novel experience. He happened to be the son of a director and one of the largest owners of one of the biggest trunk line railroads in the United States. In fact, the mere mention of his name would suggest a vision of the conception, the building and the enormous expansion of this powerful road, in all of which his father, grandfather and great grandfather have been by far the most constructive and most dominating factors. He might have been traveling in a palatial private (not an official) car, but the history of his forebears would indicate that he, like them, understood the value of experiencing life as most people find it, and, like them also, he was not particular so long as he "got there."

—
Don't let anyone persuade you that 1922 is going to be a poor year. Determine that it will be a good year for you, at least, then get busy making it good.

An Operator Who Got "Bawled Out" and Who Came Back Strong at His Chief

An Excellent Example of a Frank but Friendly Bulletin

THE BALTIMORE AND OHIO RAILROAD OFFICE OF DIVISION OPERATOR CLEVELAND DIVISION

Bulletin

TWO LETTERS

November 20, 1921.

Mr. M. E. Tuttle,
Division Operator:

Today makes my fifth year with the Baltimore and Ohio. You have been my boss over the entire period. I wish to congratulate you on your ability in handling men because you have kept me longer than any other man has ever been able to. I have been a bit unruly sometimes. It has been necessary for you to "bawl me out" on several occasions. You have done so justly and always made me want to go back and give the best that was in me. I have always been truthful, no matter how bad it looked and I feel that you have always given me a square deal. You have come to my assistance in different ways and I assure you such favors will not be forgotten. I am going to try to give better service in the future, and try to make the next five years full of better service to our Company and hope we can arrive together and in good health. I wish you a happy Thanksgiving.

(Signed)..... Operator.

* * * * *

November 25, 1921.

Mr. _____

Your letter written at the end of your fifth year of service received. It is unnecessary for me to say that it is gratifying to get a testimonial of this kind.

The policy of the Baltimore and Ohio Railroad is to help the man who shows a desire to make good, by educating him, thus enabling him to remain in the service with an opportunity to fit himself for more important and more remunerative duties, that he may be ready for advancement when the opportunity comes.

The "bawling out" you mention is but one form of education and at times is necessary to bring about a realization of our weaknesses and shortcomings. But too few learn this until too late.

Your admission that what it has been necessary to say to you has been beneficial and has created a desire to go back and try harder, shows it was received in the same spirit in which it was given and could only result in good to yourself and employer.

I agree with you that you have "always been truthful, no matter how bad it looked." We are told that "An honest man is the noblest work of God." If we are untrue to our friends, our employers or ourselves, we are not honest. If we shirk our work in any way, or are negligent and careless, we are dishonest and jeopardize the life and limb of our fellow workers and of the people who ride on our trains. At the same time we violate the confidence placed in us by our officers when they placed the important work of moving trains in our care.

Our rules tell us SAFETY is first. To play safe, we must be honest, and obey the rules. The minute we violate a rule, we are dishonest by creating an unsafe condition, the results of which can only be guessed at.

If more of us could but realize how much better we feel, how much more independence we have, how much better our standing when the final show-down comes, if only we have told the truth, I believe we would hesitate to falsify or misrepresent to tide us over deserved criticism or discipline.

I am with you in the effort to so handle our particular part of the work that we may be here at the end of another five years. I thank you for your good wishes and am always ready to help you or any other who tries.

(Signed) M. E. Tuttle, Division Operator.

Vice-President Galloway Addresses Baltimore and Ohio Post of American Legion

THE outstanding feature of the meeting of The Baltimore and Ohio Post of the American Legion on the night of December 13 was the splendid address of C. W. Galloway, vice-president, Operation and Maintenance. It was a talk characterized by great frankness and by a liberal allusion to his own experiences on the Railroad, for purposes of illustration.

He began with a clear and interesting description of the Divisional and Departmental Organization on the Railroad, or what is analogous to it in the Army, the Line and the Staff, and showed how these two factors are necessary to a well rounded organization. In discussing this the question of "Opportunity on the Railroad" came up, and it was here that Mr. Galloway's remarks were especially helpful because of his own rise to his present position from that of messenger boy during his thirty-eight years of service.

He said that one of the constant and pressing problems on the Railroad is the one of securing men willing to assume the responsibilities which promotion, especially in the Operating Department, entails; that experience shows that there are comparatively few men who are willing to sacrifice the comfort and regularity of the standard eight-hour day for the longer day and the greater responsibilities and initiative demanded by supervising positions. And yet he pointed out the fact that there are no officers on the Railroad today whose promotions have come to them without their being willing to dig in and work, practically without stint, in order to get the information and experience requisite to the proper handling of their tasks.

Mr. Galloway also gave an interesting analysis of the financial problem facing the Baltimore and Ohio. He explained how difficult it has been during the current

year, particularly on account of adverse general business conditions, for the Railroad to earn even enough money to pay its fixed charges, and by mentioning our comparative financial records of 1902-1916-1920, he showed how greatly our net revenue has shrunk in proportion to our gross revenue, and this notwithstanding the greatest



Arthur D. Gans, Safety Department Motion Picture Operator and Magician

effort on the part of the Management to effect economy in every possible direction.

Mr. Galloway paid a nice tribute to the ex-Service man and to his biggest organization, the American Legion, and expressed the hope and belief that its future would be a most helpful factor in the development of the country and the working out of the ideals of Americanism.

The business meeting preceding Mr. Galloway's address occupied but three-quarters of an hour. Following his address Arthur D. Gans, motion picture operator of the Safety Department, through his own

and the courtesy of Mr. Broderick, showed two interesting films, "The History Making Railroad," which is a reel showing the high spots in Baltimore and Ohio history, and "An American in the Making." Mr. Gans has given freely of his time and talent not only to entertain organizations connected with the Railroad but also other organizations in and around Baltimore. Sixteen men from the Baltimore and Ohio Glee Club, with their accompanist, kept things moving with some enjoyable songs, and the meeting was concluded by the serving of ice cream and cake.

All Baltimore and Ohio men eligible for the Legion are urged to join our Post. It will meet on the first and third Tuesdays of each month. Speakers from our own Railroad staff and others have promised to address the meetings, and a liberal education in Railroad and other problems of the day are promised through the addresses of these men.

Full information concerning the Baltimore and Ohio Post may be had from Henry C. Weber, Adjutant, Mount Royal Station, telephone, Baltimore and Ohio Exchange Branch 312.

From a World Traveler

November 22, 1921.

E. V. BAUGH, ESQUIRE,
Superintendent Dining Cars,
Baltimore, Md.

Sir:—I have spent almost four years in various parts of Western Europe and upon returning to the U. S. A. I must tell you that one of the most pleasant revelations to me has been the dining car service that I find on The Baltimore and Ohio Railroad.

I have seen nothing that compares with it in quality of food, courtesy in service, and for a price that is not exorbitant.

Sincerely yours,
(Signed) M. D. DeTar,
American Vice Consul, Palermo, Italy.



At the meeting of December 13 of the Baltimore and Ohio Post No. 81 American Legion, Assembly Room, General Office Building



Newark Division Veterans Hold Annual Banquet

By H. H. Scott,
Mayor of Newark, O.

Special to the Baltimore and Ohio Magazine,
Newark, Ohio, December 15—

THIS evening at Pythian Castle social rooms, in East Main Street there was held the largest and most successful of any of the annual banquets of the Newark division of the Baltimore and Ohio Veteran Employees' Association, and Ladies' Auxiliary. Five hundred and fifty members and guests enjoyed a sumptuous course dinner served by Jesse R. Walters, a Veteran of the telegraph service and now a landlord in this

The Attractive Menu

OLD VETS AUXILIARY

*Blessed are they, whose craving
for human kindness, brings them
together in one place.*

Seventh Annual

B (LOW) O (UT)

Newark, Ohio, December fifteenth
nineteen hundred and twenty-one

FIRST STOP

Beandoh Gumbo		
C. & N. Olives	C. O. Celery	L. E. Pickles
	Shawnee Almonds	

SECOND STOP (20 min. sta. time)

Roast Young Chicken in Full Dress
with Doyle, Moriarity and Murphy Spuds
Baked Country Gentleman, Carrying Signals from
Cranberry Marsh to Kibler
Auxiliary Rolls O. & L. K. Butter
Howard Preserves

THIRD STOP (Flag)

Sturmer Salad Baltimore Wafers

FOURTH STOP (Destination)

Old Vet Ice Cream	Willard Cake
Take Water and Coffee	
Kruse Mints	Galloway Cigars
Hoffman Punch	

B an Optimist

Special Notice to Mr. and Mrs. Speaker:
Please don't talk too long; we want to dance.

General order by Capt. Doyle: effective at once:
No Spooning in Bristol Tunnel

city. The committee who directed the general program comprised Messrs. John H. Doyle, S. W. Higgs, A. B. Wheeler, F. M. Howard, F. S. Manhurd, and the following officers of the local lodge: Daniel Moriarity, president; J. S. Price, secretary; E. E. E. Moore, treasurer, officers of the Ladies' Auxiliary, Mrs. F. M. Howard, president; Mrs. John Powell, vice-president; Mrs. Edward Powell, secretary; Mrs. E. E. E. Moore, treasurer; Mrs. S. F. Manhurd, chaplain; and Mrs. E. M. Little, organist.

The after dinner program commenced with a short but interesting talk by W. W. Wood, chief of Welfare, headquarters in Baltimore. His subject was "Animal Life." Prof. Samuel Gelfer rendered a pleasing violin solo; Miss Cornelia Ellis sang beautifully; the Baltimore and Ohio Quartette gave several vocal selections. Jesse R. Walters, in the role of a conductor, and Frank "Brigham" Young put on a travesty on "Life on the Shawnee Division." Lots of comedy was included. The act concluded with some excellent singing by Mr. T. Young. The engine and train of cars used in the act were hand carved out of

wood by James Kindig, a Veteran, who did the work a number of years ago, and who was listed in tonight's act as "Engineer, Frank Howard's outfit."

After a few brief remarks, President Daniel Moriarity, who told of the objects of the association, which he described as purely social and not benevolent, introduced Mayor H. H. Scott, who extended a welcome to the guests. Letters of regret were then read from President Daniel Willard and from Operating Vice-President C. W. Galloway. An interesting address was then made by George W. Sturmer, grand president of the Veterans' Association. He told of the joys and satisfaction of helping to organize the association in various sections of the country, and said he had seen it grow in nine years to over 11,000 members. He predicted 25,000 members at a time in the no great distant future. He complimented the organization for its loyal work in successfully soliciting business for the "Baltimore and Ohio family," as he termed it.

At this time in the program "Captain" John Doyle headed a procession of officers who had arrived unexpectedly on the business car of the superintendent of the lines between Willard and Chicago. These were: E. W. Hoffman, general superintendent, Northwest District; Donald F. Stevens, superintendent, New Castle Division; S. U. Hooper, superintendent, Chicago Division; H. G. Kruse, superintendent, Newark Division, and H. B. Green, superintendent, Cleveland Division, all of whom had a few words to say.

J. M. Garvey, of Wheeling, delivered a short address on his knowledge of the association from its beginning until the present time.

The evening's program concluded with a dance, which was enjoyed by many.

It was announced during the evening that a contingent from this section will go to the Grand Lodge convention to be held in Baltimore in the near future to solicit support to bring the convention to this city in January, 1923.

John Ketzner, Fifty-three Years in Active Service

A Representative Employee of the Cumberland Division

By G. Frank Messman,

Report Clerk, Cumberland, Md.

JOHN KETZNER, carpenter, Maintenance of Way Department, Cumberland Division, entered the service of the Baltimore and Ohio, October 1, 1868. He has been continuously in the service since that date, never having been out for any cause whatever, so that on October 1, 1921 he rounded out 53 years with the Company, with the enviable record of not having a mark against his name.

Born at Harper's Ferry, W. Va., October 15, 1854, just prior to the Civil War, and being raised at that point, Mr. Ketzner grew up amid the stormy war scenes about that

historic spot. He has many vivid recollections of the exciting incidents that took place there as well as in the Shenandoah Valley.

After the close of the Civil War, John Ketzner entered the service of the Company as a water boy, and practically grew up on the Railroad, or, to put it better, "with the railroad." He remembers well those early days of American railroading, the small engines and cars which the "Rebels" would appropriate and drag across country without much difficulty.

It was not long after entering the service



John Ketzner, carpenter, M. of W. Dept., Cumberland, 53 years of continuous service.

that he was promoted to bridge carpenter, and then to bridge inspector, which position he held for many years. In those early days of wooden bridges this meant long days and nights of watchfulness and careful inspection, to keep them in condition for the ever increasing traffic. Particularly was this true in the early Spring, when the freshets would come rushing down the Potomac and its tributaries, and the peaceful old Shenandoah would go on a rampage, swelling down to Harpers Ferry where it joined the Potomac on its way to the sea. It meant a careful watch on the bridges to keep ice and driftwood from backing up against the piers, and sweeping the bridges along in its downward rush. It was frequently necessary to stand trains of heavily loaded cars on the bridges to weigh them down.

In December, 1902, Mr. Ketzner moved his family to Cumberland, Md., which point had been made the headquarters of the division instead of Harpers Ferry. He enjoys nothing more than working in his garden after his days' toil on the Railroad is completed, and garden space in Cumberland being scarce, he secured a small piece of the right-of-way and each year raises potatoes, tomatoes and truck vegetables which are the envy of the community. He has been long a member of the Cumberland Division Safety Committee, and is an ardent worker for the cause of Safety First.

That he is known by almost every employe on the Cumberland Division goes without saying, as well as by all the old residents along the division and numerous travelers who use our line from time to time. He is familiarly known as "Uncle John."

Of course Mr. Ketzner is a stalwart veteran, a well known and beloved figure at all picnics and meetings. At the October meeting of the Cumberland Veterans he was presented with their badge of 50 years of active service. In making the presentation, Harry Allison, president of the chapter, delivered the following address:

"We present this medal of honor to Brother Ketzner, not alone because of his remarkable service but also because we wish his example to be an inspiration to the younger generation.

"It would pay us all to emulate the career of this good man as a Christian and a worker. Though of retiring disposition, he counts his friends by the hundreds, and with the increase of his years so also his friends increase.

"I could not attempt to do justice in a few words to the career of Brother Ketzner. Ask those who, fifty years ago, stood at his side, on the heights of Bolivar, gazing at the crystal streams below them and wondering at the giant mountains standing serenely in sunshine and storm, and they will tell you that his character is not less pure than the crystal waters nor less rugged than the peaks themselves.

"He is proud of the fact that he is of the old school of railroaders, that he has covered

the branch line called "Progress," passed the station of Efficiency and with thousands of his fellow employes now stands on the shining rails of a great trunk line, the Baltimore and Ohio, the Veteran of railroads.

"Shakespeare's lines,

"The evil men do lives after them,

"The good is oft interred with their bones" does not apply to John Ketzner. When the chairman presented the badge to him and said, 'congratulations are now in order,' so many brothers and sisters rushed toward him that I felt sorry for his right hand.

"Rust may stain your sword of fame,

And dust may spoil your crown,

But you have placed your name so high,

It never will come down."

A mighty fine presentation from Mr. Allison, and one wholly appropriate to honor a really representative employe of the Cumberland Division and the Baltimore and Ohio Railroad.

Substantial Christmas Gift Surprises Pensioned Conductor Thomas Hammond

AT his little home in Frederick, Md., on December 8, in the presence of his wife, a wonderful token of friendship was presented to Pensioned Conductor Thomas Hammond by Ticket Agent C. D. Ogle of Frederick, and Conductor W. W. Cramblitt, of the Baltimore Division. With it was a typewritten resolution signed by all of the men who participated in the gift, and reading as follows:

"We, the undersigned employes of The Baltimore and Ohio Railroad Company, who in years gone by worked and associated with T. H. Hammond, knowing him to be a fearless and upright gentleman who served faithfully in his chosen line of life's duty for more than forty years, wish to contribute to this fund which is to be presented to him as an expression of our friendship."

The idea of the testimonial originated with Conductor Cramblitt who, for several weeks preceding the presentation, had gone about among the old Railroad associates of Mr. Hammond and told them of the testimonial and its purpose. The token was in the shape of a certain number of new twenty dollar gold certificates, and although we are not permitted to mention how many there were, we may say in good taste that

they were of sufficient number to make the gift a most substantial one and to reflect great credit upon the recipient and all of the donors.

Conductor Hammond was born on July 15, 1856, and entered the service of the Railroad in April, 1871 as a freight brakeman on the Baltimore Division. He was promoted to freight conductor in 1873 and to passenger conductor in 1891. He suffered a stroke of paralysis during 1921 and was pensioned on September 21 of that year. His record is a good one and we are sure that the joy of Christmastide was greatly increased in his home by the thoughtfulness of his old Railroad associates.

Baltimore Chapter of Veterans Elects Officers for 1922

FOLLOWING are the names of the newly elected officers, Baltimore Chapter of Veterans:

J. A. Wall, president; Chas. W. Allen, vice president; C. B. Snapp, treasurer; C. R. Weir, recording secretary (third term); W. H. Harrigan, financial secretary; John W. Hall, sergeant at arms.

The following members of the Board of Directors were also elected:

W. Auld and G. W. Sturmer, Baltimore and Ohio Building; W. L. Childs and Wm. L. Gordon, Mt. Clare; W. Shewbridge, Riverside; Robt. F. Burnett, Camden Station; E. B. Cox, Locust Point; R. L. Collingsworth, Curtis Bay; H. A. Culbertson and C. H. Shipley, Line of Road; J. T. Mathews, Washington Terminal.

C. H. Pennell was elected delegate to the Grand Lodge.

The secretaries of the Veterans' Chapters are invited to keep the Magazine posted on all developments of interest to our readers. This department is for you!



Conductor T. H. Hammond

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

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

Motive Power Department

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

Maintenance of Way Department

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

Statement of Pension Feature

Employees who were honorably retired during the month of November, 1921, and to whom pensions have been granted:—

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Alexander, Nathan E.....	Foreman.....	Stores.....	Baltimore.....	53
Ambrosius, Jacob.....	Boilermaker Helper.....	Motive Power.....	Baltimore.....	38
Archer, Almon G.....	Engineer.....	Conducting Transportation...	Chicago.....	33
Barkman, Thomas H.....	Car Repairer.....	Motive Power.....	Indiana.....	18
Batie, Louis.....	Machinist.....	Motive Power.....	Cumberland.....	51
Conrell, James.....	Crossing Watchman.....	Conducting Transportation...	Toledo.....	46
Delauder, James M.....	Carpenter.....	Maintenance of Way.....	Cumberland.....	34
Dublin, James.....	Car Inspector.....	Motive Power.....	Newark.....	37
Jones, Levi L.....	Trackman.....	Maintenance of Way.....	Ohio.....	30
Lindsay, Charles M.....	Machinist.....	Motive Power.....	Newark.....	30
Maglott, Jacob.....	Section Foreman.....	Maintenance of Way.....	Newark.....	20
Martin, James R.....	Machinist.....	Motive Power.....	Baltimore.....	48
Maxon, Abram G.....	Crossing Watchman.....	Conducting Transportation...	Ohio.....	43
Norris, Benj. F.....	Conductor.....	Conducting Transportation...	Baltimore.....	55
Sheely, Michael A.....	Carpenter Foreman.....	Motive Power.....	Pittsburgh.....	44
Toomey, Nicholas H.....	Engineer.....	Conducting Transportation...	Philadelphia.....	48
Watson, Robert.....	Storehelper.....	Stores.....	Pittsburgh.....	22

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

During the calendar year 1920, \$342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to October 31, 1921, amount to \$4,565,600.55.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Allen, John.....	Section Foreman....	Maintenance of Way.....	Toledo.....	Oct. 8, 1921.....	53
Beall, Chas. W.....	Hostler.....	Motive Power.....	Baltimore.....	Nov. 6, 1921.....	31
Herbert, Lutellus L....	Car Builder.....	Motive Power.....	Connellsville.....	Oct. 14, 1921.....	40
Mattox, Frank S.....	Passenger Conductor	Conducting Transportation	Illinois.....	Nov. 4, 1921.....	32
Molden, Richard.....	Crossing Watchman..	Conducting Transportation	Indiana.....	Nov. 12, 1921.....	27
Peck, David A. J.....	Paymaster.....	Treasurer's Office.....	Baltimore.....	Nov. 13, 1921.....	39
Ross, Silas W.....	Trackman.....	Maintenance of Way.....	Ohio.....	Nov. 18, 1921.....	17
Sullivan, Patrick M....	Passenger Agent.....	Passenger.....	Chicago.....	Nov. 26, 1921.....	44

Pensioners' Roll of Honor

*And they who wrought out of their might,
And served the roads they loved always,
They sit by glowing fires tonight,
With memories of distant days;
And though their heads are silver-white
They still are young enough for praise.*

*And they who follow them shall know
Such seasons white with honest joy.
How wonderful like this to grow
To manhood in the Road's employ,
And say, "I did my best! and though
I'm old in years, I'm still—a boy!"*

*Honor to them! All honor still
To those who served, and served so well!
They are like cedars on a hill,
The story of whose growth men tell,
Their boughs fall not—and never will
Till God Himself shall ring the bell!*

CHARLES HANSON TOWNE—"Men of the Road."

Louis Batie

Louis Batie, pensioned machinist, was born in Hanover, Germany, on September 3, 1853. He came to America at the age of 15 and went to work in the Baltimore and Ohio shops at Piedmont, W. Va., on June 16, 1868. From here he went to Lancaster, Pa., but returned in 1870 to Piedmont, where he worked as wheel pressman.

In November, 1889, he was promoted to machinist. This position he held until he was retired on November 16, last. In 1911

he was transferred to Keyser, where he now makes his home.

Abram G. Maxon

Abram G. Maxon, pensioned crossing watchman, was born at Marietta, Ohio, on October 21, 1853. He went into the service of the old M. & C. Railroad in 1875 as substitute brakeman. In 1878 he was transferred to the main line as regular brakeman. In March, 1881, he lost his right arm. In June of that year he was made crossing watchman at Chillicothe. Nearly 9 years

later he was transferred to the K. & M. Railroad; thence to Madisonville, Ohio, on April 4, 1901.

Almon G. Archer

Almon G. Archer was born on August 27, 1851, at Bellaire, Ohio. He came to work with the Baltimore and Ohio as engine wiper. He says he did a little of everything; he washed out boilers, helped machinists, cleaned ash pits and became an engine hostler. He went firing on what was then known as Tunnel Hill, as helper for Matt Fogarty, engineer. He was promoted in 1873 to handling passenger trains over the Ohio River Bridge, the shop being on the Ohio side. The engineers and firemen got on and off engines at the depot.

Mr. Archer came to Chicago Junction from Willard in 1887. He was in continuous service as engineer at Willard Yards until November 17, last year, when he was retired on a pension. Mr. Archer says:

"I am sending the last picture that I had taken. The oil can shown (the engraver, in error, cut this out of the picture, Ed.) was presented to me when E. W. Scheer was our general superintendent. Mr. Scheer took a great deal of interest in getting this can for me. I feel very proud of it. I am now leaving the service of the Baltimore and Ohio with a clean record for all of the years I have worked there. I feel that I have always been shown great courtesy by our officers and I have a warm spot in my heart for the Baltimore and Ohio." The inscription on the can reads:

PRESENTED BY THE BALTIMORE AND OHIO RAILROAD TO A. G. ARCHER, ENGINEER ON CHICAGO DIVISION, IN RECOGNITION OF FAITHFUL AND EFFICIENT SERVICE.

(Continued on page 39)



YEARS OF FAITHFUL SERVICE HAVE ADDED THEIR NAMES TO OUR LIST OF PENSIONERS
Left to right: 1. Louis Batie. 2. Almon G. Archer. 3. J. W. McCurdy. 4. Mark A. Matson. 5. James R. Martin. 6. Abram G. Maxon

Women's Department

Edited by MARGARET TALBOTT STEVENS

That's Just the Way With a Mother

*Sewing, and sewing, and sewing, and basting and stitching with care,
But pausing a moment bestowing a kiss on her baby's soft hair,
Never too tired to bind bruises, helping this one, then another,
No matter what she herself loses—for that's just the way with a mother.*

*Now darning a stocking for Harry, and tying a ribbon for Ruth,
And pressing some ruffles for Carrie, while smiling at baby's new tooth.
Your quarrels? She makes you forget them with tales of some sister and brother,
Who never let anything fret them—but that's just the way with a mother.*

*Finding the chisel or hatchet, that father may build a new shelf;
A choice bit of lace—she must match it—for Jennie—but not for herself.
She gives to the poor and the outcast, e'en a tramp, she says, is our brother—
He, too, is quite tired and weary—and that's just the way with a mother.*

Entre the Woman Passenger Representative

*Miss Gessner Tells How Our Girls Can Help Her in Her New Work—
Getting Business for the Railroad*

PIONEER among railroads in having the first steam trains, the first trunk lines, the first electric motors, the first trains to run after dark, and many other features which make for better operation, the Baltimore and Ohio now becomes a pioneer in another movement. The first extensive employment of women for railroad work took place on the Baltimore and Ohio and for that reason it is not singular that this should be the first railroad in the East to appoint a woman to the position of passenger representative.

The announcement of Miss Gessner's appointment was made in the December issue of the MAGAZINE, but here Miss Gessner tells our girls of the Railroad and the wives of our men, something about her work. She has a message for us that is worth while. Her untiring efforts and enthusiasm will, without a doubt, win her success in her career, but it is more than personal success that Miss Gessner desires to accomplish. There are some things that we cannot do alone, and Miss Gessner has a big job on her hands.

"What I am particularly anxious to accomplish," says Miss Gessner, "can only be done successfully through the help of our Railroad women. For example, Baltimore and Ohio employes in Baltimore alone number about 14,000. The payrolls for Baltimore and vicinity amount to more than

\$2,000,000 a month, the greater amount of which is spent in the city of Baltimore. This amount cuts no little figure in the commercial life here. Now, our girls, as patrons of the various department stores, have a right to request that the proprietors of these business houses in which they spend their money shall reciprocate by patronizing the Baltimore and Ohio.

"Of course, it isn't the easiest thing in the world to ask a person pointblank for his patronage, and here is where many girls hesitate. But even then, there is an alternative. If you have an idea of the possibility of new business, put your local traffic representative in touch with it, and you will have done the Railroad a big favor.

"Although I am assigned only to the Baltimore Division, and, of course, my work is in this territory exclusively, I will welcome suggestions from other divisions and departments and will make good use of them. Our women may feel free to offer any suggestions for improvement in service, particularly those pertaining to the comfort of women travelers. We shall appreciate whatever efforts you may make to keep in touch with local conditions. If you know of prospective patrons and will write and tell us how to get in touch with them, who knows but that you may open up a floodgate of new business for the Railroad?

"My own work is chiefly among women: soliciting the patronage of women's schools and colleges, women's clubs and societies, department store buyers, and business women in general. The much-discussed topic, 'women's work,' her sphere, what she should and should not do, is altogether too much discussed; it is high time that we show some of the 'spirit within us' by accomplishing something worth while. And there is no finer or broader field in which to begin than that of railroad work. Those of us who are fortunate enough to have the opportunity of beginning here will find that the field is practically unlimited if we have the will to do. This is not meant to be a sermon, but just an honest, earnest appeal to the women of the Baltimore and Ohio. Will you do your share?"

Those in the service of the Baltimore and Ohio who are acquainted with Miss Gessner are also acquainted with her enthusiastic spirit. Over and over Miss Gessner emphasizes her enjoyment of the 16 years of service with the Railroad. Her experience has been a happy one, and we are glad to see a woman chosen from our ranks who is able to handle this important work. Moreover, Miss Gessner's appointment has practically opened up a new field of opportunity for women. For this reason it deserves the cooperative support of our women. Suggestions and information may be sent to Miss Gessner direct, or, if you prefer to send your letter through the office of the MAGAZINE, we shall be glad to forward it to her. A big job? Yes. Let's help her handle it.

The Realist

Little Freddie came home one night with his clothes full of holes.

"What in the world has happened to you?" cried his mother.

"Oh, we've just been playin' grocery store and everybody was something," replied Freddie, "and I was the cheese."

—Southwestern Telephone News.



Mabel T. Gessner, passenger representative

Echoes from Christmas

IN a certain Sunday School in Baltimore, on the Sunday before Christmas, a teacher was teaching the lesson about St. Paul. The children were trying their best to pay attention to the lesson, but what could you expect when they had just heard the story about Christmas; when they had just sung a half-dozen Christmas Carols, and when all the air was full of Christmas? At last the teacher strove to gain their attention by questioning them.

"Who was it," she asked, "that took such good care of Paul on his journeys?"

A few heads turned towards her and gazed blankly into her face. Finally one little fellow felt that it was somebody's duty to reply. Up went his hand.

"Well, Charles," said the teacher, "I don't understand why you always seem to be the one who takes the most interest in the lesson. Suppose you tell us. Who was it?"

"Santa Claus!" shouted Charles triumphantly.

Little Peggy's mother took her downtown to see the Santa Claus in one of the department stores. Poor Santa! He was so tired, for he had been working hard all day, shaking hands with little people, giving them gifts, asking thousands of them what they wanted for Christmas. So by the time that Peggy reached him, he was so weary that he did not pay much attention to her.

Peggy didn't like that much. When they came down to the street again, she walked over to a Salvation Army Santa Claus who was ringing a little bell. He stopped to shake hands with the little girl, patted her on the cheek and let her ring his bell.

"My!" exclaimed Peggy, "But you're a whole lot politer than the Santa in that store. I guess I'll have to give you something." She took out her little purse and counted out her pennies. "There!" she exclaimed, "I'm dre'ful sorry I've only got five cents with me. You see," she added as Santa Claus smiled, "I left all my big money at home."

Santa thanked her. "Now, what do you want for Christmas?" he asked.

"Well," replied the little five-year old, "I'm afraid you can't give me what I want." She lifted her little hat. "You see, my hair is so straight; I wish you would bring me some nice curly hair. Can't you?"

The Creation of Woman

A curious old Sanskrit story of the creation of woman.

In the beginning, when Twashtri came to the creation of woman, he found that he had exhausted his materials in the making of man, and that no solid elements were left.

In his dilemma, after profound meditation, he did as follows:

He took the rotundity of the moon, the twinkling of stars; the curves of creepers, the clinging of tendrils; the trembling of grass, the slenderness of the reed; the bloom of flowers, the lightness of leaves; the tapering of elephant's trunk; the glances of deer; the clustering of rows of bees, the joyous gaiety of sunbeams; the weeping of clouds, the fickleness of wind; the timidity of the hare, the vanity of the peacock; the softness of the parrot's bosom, the hardness of the adamant, the sweetness of honey, the cruelty of the tiger; the warm glow of the fire, the coldness of snow; the chattering of jays, the cooing of the kokila; the hypocrisy of the crane, the fidelity of the chakravaka; and compounding all these together he made woman and gave her to man. But in two weeks the man came crying: "O Mighty Master of Mysteries! Thou who hast made all the wonders of the world, take again the woman Thou hast given me; she teases me, she tantalizes me, and tires me, and I cannot live with her any more." And Twashtri took the woman away. But in two weeks the man came again and cried out, "Give me back the woman that Thou made; I cannot live without her."

"How, now?" came the answer. "You brought the woman to me, saying that you could not live with her. What do you want?"

"Alas, 'tis true," said the man. "I do not know what I want. I cannot live without her, and I could not live with her."

And Twashtri answered: "Take the woman now, and do the best you can together, for I made her for you and you for her."—*Ax-I-Dent-Ax.*

Mrs. Matson's Pie Crust

Here's another pie crust with a story. A. O. Herman, chief clerk to the general manager, took his family on a vacation to northern Michigan. They had the good fortune to find a boarding house at which were served most delicious apple pies. These were so good that when Mr. Herman's little daughter, who does not eat pie, received her share, she held an auction sale among the other guests there, selling her piece to the highest bidder. Before they left, Mrs. Herman secured the receipt for the crust. This she has kindly passed on to us.

Two cups of flour

Salt to taste.

$\frac{1}{4}$ teaspoon baking powder

Sift these together thoroughly, then add: 1 cupful lard (if Crisco is used, use scant cupful).

Add enough tepid water to make a soft dough. Chill thoroughly, roll out and cut several slashes in top crust to allow steam to escape. Brush over with cream before placing in oven; the thicker the cream, the better the pie. This seems extravagant, considering the fact that whipping cream is *only* 50 cents a pint, but it certainly improves the crust.

Dear Women Readers:

What are you going to write in your diaries for the New Year, or do you keep such things? I usually begin one; indeed, it has become a sort of habit with me to begin a diary whenever New Year's Day comes rolling around; but, as Grandfather used to say, "to begin a diary is one thing, to finish it is another." I can't remember ever finishing one. That's a horrible confession, isn't it? Nevertheless, it's the blessed truth I'm telling ye.

In hunting through the pile of good intentions that I always have somewhere around, I came across a diary that I had begun on New Year's Day, 1916. There I had written out all my good resolutions—perfectly good then, for they were new—in a straight, neat, little column right down the page. It might be a bit embarrassing to read them aloud, but here are two of them:

1. I'm going to try to make each minute count, so that at the end of each day's work, I can say (to quote "Fawthah" in the funny paper), "Beat it, Conscience, you don't worry me one bit."

2. I'm bound and determined that I shall save for myself one hundred dollars (\$100) during the coming year."

I don't recall my degree of success in the first resolution, but there are figures on my bank book which show (Sh-h-h-h, now, don't come around to borrow any money; those were in days gone by) that I gained the second point. All of which only goes to show that it's a blessed good thing to set a standard for your savings account, even if you never make another resolution.

So, here's a good wish that the end of this year will find us all with nice fat checks from a Christmas fund, so that we'll be able to give Mary the doll that she wants and Johnny the bicycle that he longs for.

Yours Sincerely,

Margaret Talbot Stevens
Associate Editor

Paris Approves These Smart Styles

Fur and Embroidery Supply the Little Touches of Luxury—Uneven Hems Express Extremes in Length for New Skirts—Velvet in Enormous Demand for Dresses and Outer Wraps

By Maude Hall

NEW sleeve arrangements have so changed the appearance of the one-piece straight-line frock, that, at first sight, one might take it for either a frock, a wrap or a negligee. But no variation destroys the slender silhouette, for the styles to which Paris has given her cachet for another season are straight and simple, with low waist-lines and interesting ways of defining them.

Sleeves are demanding most of the attention of the designers of artistic apparel. The most exquisite decorations are lavished upon them and frequently they are riots of color. While embroidery, beads and braid are used generously in their development, many of the best models are trimmed with bands of Chinese and Japanese silks of unique pattern which have almost the same effect as handwork. Even fine old lambrequins and bits of drapery are being divided into strips and bands to contribute to successful sleeve treatments.

A dress that follows the straight silhouette, but yields itself unstintingly to the newest fashion in sleeves, is carried out in midnight blue tricotine. The shirt, a circular model, is trimmed with bands of flat black silk braid, put on in groups. The braid, however, is rich and simple in design so that it does not detract from the general simplicity of the frock. The armholes are almost square, with a very straight line at the front. Into these immense armholes are set flowing sleeves of self-material which, in turn, have puffs of tomato red Canton crepe

gathered into wristbands of the same material stitched with black and gold braid. Red, black and gold braid outlines the round, collarless neck, and with the dress is worn a band of squirrel fur edged with monkey. The mode gives one a valuable idea for modernizing a neckpiece of former seasons, though there is nothing in the laws of Nature to reconcile the combination of squirrel and monkey. Fashion has scored one on Nature, nevertheless, for the result is stunning and bound to be exceedingly popular.

Moussyne is a new fabric representing the material with soft, thick pile. It is warm,



and when interlined and worn with small furs, can be worn on the coldest days without a heavy wrap. The colors in which it



seems to be most liked are brick red, mid-night blue, cocoa, stone gray and black. There was never such a variety of street suits as one finds this season. Coats are of all lengths, from hip to knee, with and without ripples on the sides, with godets and with flat effects back and front. Frequently they are trimmed with fur, but it is seldom that a band entirely circumscribes the entire lower edge of a jacket. Usually the lines are broken at the front or sides. Sometimes there is only a band at the back, or one at each side.

Velvet is in enormous demand for dresses and wraps, particularly dresses of the coat type. A model, typical of the best coat-frocks, is straight and has a low waist-line defined with a girdle of satin. The neck is finished in square effect, though if preferred, the fronts may be slashed and rolled back to form revers and collar. The lower edge of the skirt is trimmed with a border of heavy embroidery silk and dull black wooden beads.



WOMEN READERS !

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

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

Name.....
Street.....
City..... State.....
Size.....
Send pattern number.....



9752

While no great change is observed in the length of the newest skirts, designers seem to have compromised the differences of advocates of long and short models by combining both. Frocks with uneven hem-lines are seen as often as those finished in the regular way. Side panels and extended tunics are the favorite methods of proving that a skirt can be long and short at one and the same time. Maroon brown broadcloth is used for an attractive one-piece frock which says the last word in skirt arrangements. The long-waisted blouse is in kimono effect, the short, wide sleeves being trimmed along the shoulder seam with buttons and very narrow braid. At the sides are long, narrow panels, gathered under a string belt of self-material and hemmed to fall three or four inches below the hem of the skirt.

Coats are long enough to cover the dresses over which they are worn, and otherwise of ample proportions. Their lines are smartest when straight, but wide latitude is taken in the treatment of collars and sleeves. Velvet is as much in demand for wraps as for dresses and tailleurs. They are rich in effect and, for purposes of economy, one will find that the velveteens look quite as well and cost nothing like as much as the fine velvet weaves.

BOUSE No. 9784. Sizes, 34 to 46 inches bust.

SKIRT No. 9782. Sizes, 24 to 34 inches waist.

BOUSE No. 9776. Sizes, 34 to 44 inches bust.

SKIRT No. 9774. Sizes, 24 to 36 inches waist.

BOUSE No. 9779. Sizes, 34 to 44 inches bust.

SKIRT No. 9785. Sizes, 24 to 36 inches waist.

DRESS No. 9711. Sizes, 34 to 42 inches bust, and 16 to 20 years.

DRESS No. 9700. Sizes, 34 to 42 inches bust, and 14 to 20 years.

GIRL'S DRESS No. 9752. Sizes, 6 to 14 years. Price, 30 cents.

COAT No. 9669. Sizes, 34 to 46 inches bust. Price, 35 cents.

CHILD'S DRESS No. 9685. Four sizes, 1 to 4 years. Size 4 requires $2\frac{3}{8}$ yards

36-inch material. With round neck. Dress is slashed and closed at center-back; it is gathered at neck in front and back and at shoulder seams. The under-arm seams are left open part way. Price, 30 cents.

GIRLS' DRESS No. 9629. Five sizes, 6 to 14 years. Size 8 requires $2\frac{1}{8}$ yards 44-inch material. Without lining; to be slipped on over head. Front of dress is slashed at center and edges bound. Front and back of dress are slashed from under-arm edges. Price, 30 cents.

Lesson in Home Dressmaking

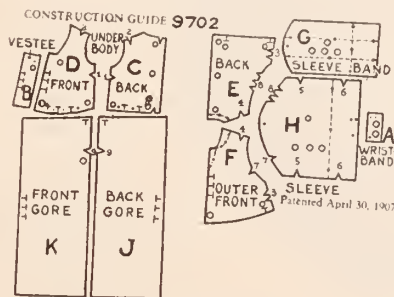
Semi-Formal Day Dress of Midnight Blue Crepe with Bead or Silk Embroidery

THE wide sleeve has exerted its influence upon this attractive frock of midnight blue crepe. It is of the conventional long-waisted type, with round neckline. The sleeves are set into the large armholes, then embroidered. The embroidery is also applied to the front of the blouse after it is finished. The two-piece gathered skirt closes at the left side seam and is attached to the lower edge of the waist. Medium size requires $4\frac{3}{4}$ yards 36-inch material, with $\frac{7}{8}$ yard 36-inch lining for the underbody.

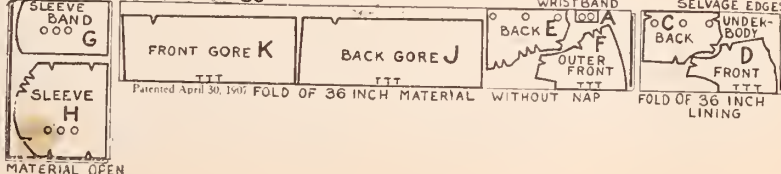
Both gores of the skirt and the outer front of the waist must have the triple "TTT" perforations of the tissue rest along the lengthwise fold when cutting, so as to avoid seams. The sleeve is cut from an open width of material, as shown in the cutting guide. The back of the waist has the large "O" perforations laid over a lengthwise thread. In cutting the lining, place the front along the lengthwise fold and the back with straight edges running even with the selvages.

In order to have a proper foundation, make the underbody first. Close the under-arm and shoulder seams, then turn a hem in the back at notches. Plait the lower edge, and tack. Next, take the outer waist and close underarm and shoulder seams as notched. Hem the right back on large "O" perforations and allow left back edge to extend for an underlap. Gather lower edge of waist between "T" perforations.

Take the sleeve and close seam as notched.



CUTTING GUIDE 9702 Showing Size 36



Hem the lower edge and sew in armhole as notched, with small "o" perforation at shoulder seam and with seam of sleeve at under-arm seam. Hold sleeve toward you when basting it in armhole.

Now, join gores of the skirt, leaving left side free above large "O" perforations in front gore. Finish for closing. Gather upper edge of skirt between "T" perforations and sew to lower edge of waist, with center-fronts and center-backs even. Bring side seam of skirt to underarm seam. Leave back gore free on left side from center-back to left side seam. Draw gathers to the required size and finish for closing. Arrange the sash around the waist and tie at the side or in front.

DRESS No. 9702. Sizes, 34 to 42 inches bust and 16 to 20 years. Price, 35 cents.

EMBROIDERY
No 12574

9702



Little Conductor New Year

*Little Conductor New Year came rushing down the stair,
Wished good day to Father Time and brushed his shining hair,
Donned his bran new hat and coat and pulled his 'spenders tight,
Started out to take his run for twelve o'clock that night.*

*Little Conductor New Year then ran to catch his train,
Slipped and fell upon his nose in all the sleet and rain,
Pulled himself up quickly, for he had no time to lose,
When, to his dismay, he found that he'd lost both his shoes.*

*Now, what on earth was he to do without his shoes tonight?
He surely must not miss his run, the engine was in sight—
"O, ho, Conductor New Year," cried someone stepping down,
"And did you come without your shoes to take this train to town?"*

*Little Conductor New Year then laughed with all his might
And told the kind old gentleman about his sorry plight.
So now, if you should meet him, you may laugh, too, if you choose,
For little Conductor New Year wears Conductor Old Year's shoes.*

The Giant of Sugar Loaf Mountain

A Fairy Tale

SUGAR Loaf Mountain stands high above the little town of Dickerson, Md., which lies between the cities of Washington and Cumberland. Here, years and years ago, there dwelt a big giant named Krushboulder. His house was right on the very tip top of the mountain. With him lived his wife and their one son. The wife, Goodisella, was terribly afraid of her husband, who was very cruel. Her little boy, Rorjan, was also afraid of his father and hid whenever he heard him coming into the house. They always knew when Krushboulder was coming, for he made so much noise.

Sometimes Krushboulder would be away from home for days at a time. It was only then that Goodisella and Rorjan lived in peace. And always the children of the village were afraid to go out of their houses, for if Krushboulder disliked anything it was a boy or a girl. Even the dogs ran away from the giant, and nobody loved him.

Years before, when Krushboulder came to Sugar Loaf Mountain to live, he had brought Goodisella, his young bride, with him. The people were afraid of him and had allowed him to build his home wherever he would; and so, Krushboulder had chosen the peak of the Sugarloaf for his home. He did no harm to the people, and

all went quite well with them until one day when Krushboulder grew angry with Goodisella. It was on a dark night that the giant took a trip down the mountain side. When he returned in the morning he carried on his back what he told Goodisella was a sack of meal.

"This meal is different from any other," he told his wife, "I want you to bake it into bread for our little Rorjan, it will make him grow fat."

Now, Goodisella at once became thoughtful, for never had she heard Krushboulder speak in any but harsh terms of the little boy. So when she heard him say "our little Rorjan," she thought that she would not bake this strange meal into bread for Rorjan until she found out what it was made of.

That night Krushboulder went away from home again. When Goodisella and little Rorjan went to bed they heard a strange noise as of somebody grinding rocks together. The people down in the village heard him, too, and were afraid.

"It must be the giant grinding his meal at the mill," they said. But Goodisella did not think so. The grinding went on and on. Finally, little Rorjan fell asleep. Then Goodisella arose, threw a shawl over her head and ran in the direction of the noise.

Now if you know anything at all about

Dickerson, you know that there are big stone quarries nearby. In those days they were only gravel pits. It was to one of these that Goodisella ran. As she came nearer she could see by the moonlight that Krushboulder was grinding together the big stones into the finest of powder. He could grind only a handful at a time, but each handful he picked up and put into the sack that lay beside him on the ground. Goodisella watched him for just a minute, then she ran home.

In the morning old Krushboulder came in with another sack of the meal. Goodisella was preparing his breakfast.

"Here is some more meal," he said, "be sure and make it into nice loaves for our little Rorjan." Goodisella did not reply.

"Where is Rorjan?" asked the giant presently.

"Asleep," replied his wife.

"Then," said Krushboulder, "you did not give him the bread, did you?"

"I did not," replied Goodisella.

"But why? Why? Why?" he thundered so loudly that he shook the mountain with his terrible voice. Little Rorjan tumbled out of his bed and came running to see what was the matter.

"Because I know that you make the meal of the stone from the pits," said Goodisella bravely.

"Who told you?" thundered the giant again, stamping one of his heavy boots on the floor and throwing the other at Rorjan.

"I saw for myself," said Goodisella.

"You saw for yourself! Then take the stone meal and make it into bread, and feed it to Rorjan, and eat it yourself. Do this or I shall kill you!" And Goodisella was afraid, but she would not let him know it.

"I shall do this tomorrow," she said.

The next day came, the giant ceased his snoring, arose and came down for his breakfast.

"Today, you remember, you and Rorjan eat bread made of the stone meal," he said.

"Tomorrow," said Goodisella.

"But tomorrow never comes!" declared the giant, stamping his feet on the floor. The house rocked. "You shall do it today, I tell you, today! At noon I shall come with my axe. If you do not feed to him and to yourself the stone meal bread before sunset, you shall see what will happen. Do you promise?"

Poor Goodisella could do nothing else. She turned sadly to her work, thinking of the hard task that the giant had set for her. Soon she heard a knock on the door. It was not a heavy knock like that of the giant; it was just a light tap, tap.

"Who is there?" called Goodisella.

"It is I, the fairy, Mista. I have come to help you." Goodisella opened the door.

"Good day to you," said the fairy, "I have heard about your trouble. I am sure that you do not wish to give to your little boy the bread which the giant wished you to give him. But I can tell you what you

can do. Bake a loaf of bread from this meal for the giant's dinner today. If it does him no harm, you may be sure that it will not harm your little Rorjan."

Goodisella thanked the fairy, who went on her way. Then Goodisella set to work to bake a loaf of bread for Krushboulder's dinner as the fairy had said. It was just done to a turn when the giant came in.

"Have you baked the bread for yourself and the child yet?" he asked, sitting down to the table.

"Yes," replied his wife. "It is too hot for us to eat now, but we shall eat it after you have finished your dinner." The giant muttered and began to fill his plate. Great mouthfuls of the food he took at one gulp. Almost the whole of the loaf was taken into his mouth at one bite. He chewed it up and swallowed it quickly. Suddenly he jumped up from the table.

"What have you given me to eat?" he shouted, rushing to the door for air.

"Only a taste of your own bread," said Goodisella, "if it will make little Rorjan strong and healthy, it will be good for you also."

But Krushboulder was out of the house and on his way down the mountainside. Goodisella watched him, for she did not know what harm he might mean to do. But as she watched, she saw him stumble and fall. Then he rolled down, down, down the mountain to the foot of it and over into the stone pit.

Goodisella and Rorjan waited and waited and waited, but Krushboulder never came back.

For many, many years Rorjan and his mother lived together on the top of the mountain. When Rorjan grew to be a man he took his mother with him into another country to live. The people of the town were sorry to see them go, for since the giant had left, they had learned to love Goodisella and her son.

And for many years afterwards, on frosty nights the people of Dickerson and the surrounding towns often heard a great scraping noise in the direction of the stone quarries.

"That is Krushboulder grinding his meal," they would say. And sure enough, when they went down to the stone quarries in the morning, they would see great rocks that had been split in two and some that had been crushed into powder.

Dear Girls and Boys:

A Happy New Year to you all!

Now, if you will hunt around on the Children's Page, you will find a nice little coupon. Do you want to know what that coupon is for? Well, first of all, read all about the "Our Town Contest" for Baltimore and Ohio girls and boys. Next, get your paper and pencil and write all you know about your own city, town, or village. If you live in the country, write about the nearest village or town. You may ask all the questions you please of anyone who may

be able to tell you anything about it, but do not copy from books. If you know any stories about your own town, tell them. If you can make up a story about your own town, send that in on a separate piece of paper. Nearly every town has some legend or fairy tale connected with it. Just for example, I'll tell you one.

Down in Weston, West Virginia, there is a hotel that serves chicken to its guests every day. It is said that the old gentleman who used to own the hotel left a provision in his will that chicken be served at this hotel at least once a day. This had been done regularly, but one day it was impossible to get enough chickens for dinner, so the meal went chickenless. 'Tis said that on that afternoon the old gentleman's picture fell from the wall and crashed into a thousand pieces. Since then the people who run the hotel have not dared to let a day go by without serving chicken.

Of course, that's only a "yarn," but it's

funny, isn't it? You can make up something just as funny about your town. All of the funny stories will be published in the MAGAZINE, so please hurry up and get yours in first.

Now for the coupon. After you have written me all about your town, get a picture or two, if you can, to send along. Then clip the coupon, fill it in, pin it in your paper, and send all in to me.

Address: Aunt Mary, Baltimore and Ohio MAGAZINE, Mt. Royal Station, Baltimore, Maryland.

I want to hear from many, many little girls and boys who have not yet written to me, as well as every single one who has already contributed to the Children's Page.

Lots of love to you all,

Aunt Mary

No, He Isn't Our President, But He May Be Some Day

HERE is a picture of little Daniel Willard Eckman, named for the president of the Baltimore and Ohio. He is just eight years old, and the youngest of ten children. His "daddy," who is Passenger Conductor Harry Eckman, Baltimore Division, brought little Daniel Willard into the MAGAZINE office to see us the other day. The little fellow sat on Aunt Mary's lap and told her he would rather play dominoes than anything else in the world. Then his "daddy" told her how he happened to give the boy the name of President Willard.

It was just past midnight on December 13, 1913, when Conductor Eckman had just finished a run on No. 15, to which had been attached Mr. Willard's car. He was on his way home when he was hailed by his family doctor.

"Hey, there!" called the doctor, "Guess what's happened."

"Can't" said the conductor, "unless—"

"Yes, it's unless," replied his friend, "the stork has paid you a visit."

"What? Again? Why, he's been here nine times already."

"Can't help that, he's come again."

"What did he bring this time, a girl?"

"No, siree, a fine little boy."

"Then I shall call him Daniel Willard," declared Mr. Eckman. And so that became the boy's name. But the two names being rather long to call such a little fellow, his parents decided that just for everyday he would be called by the last half. And so his brothers and sisters and the fellows at



Daniel Willard Eckman

school all know him by the name of Willard Eckman.

Willard had lost a big tooth in front, and

this is perhaps the reason why he smiled without showing his teeth when our picture man, Mr. Luckey, made the nice photograph of him. He is mighty fond of steam engines, and when little boys once get to liking steam engines, you never can tell about what they will be when they grow up. We hope that this boy will be as fine a man as the one for whom he was named.

"My Home Town"

A Prize Contest for Baltimore and Ohio Boys and Girls

BEGINNING at once there is a prize contest, open to Baltimore and Ohio girls and boys who read the Children's Page, known as the "My Home Town" Contest.

Many of our little folks have written letters from towns on our Railroad that the others do not know anything about. In order that we all may find out about the towns in which each one of us lives, we want each girl and boy to write a letter to Aunt Mary and tell her all about his or her own home town. Of course, the histories and geographies tell about some of the larger towns and cities, but the smaller ones are often left out. And lots of interesting things about the larger ones are forgotten, too.

Why do you like your home town? What are the things that make it interesting to you? How did the town get its name? Which is the oldest building? What kinds of parks have you, or do you have any? What is the most beautiful thing about your town? How many churches and schools have you? Who is the mayor of your town, (if you have a mayor)? How many people live there?

These are just a few of the questions that you can answer, if you wish, but these are only suggestions that will help you to describe the place in which you live.

Rules of the Contest

1. Every Baltimore and Ohio girl and boy (this includes all who have relatives working with the Baltimore and Ohio), may enter the contest.

2. The contest closes on February 28. Your letters must reach the MAGAZINE office before March 1.

3. If possible, enclose with the letter a photograph or good snap-shot of yourself.

4. If you desire, you may enclose a good, clear snapshot or postcard picture of some interesting point in your town.

5. Write your letter on one side of the paper only, allowing plenty of space between lines. Make it as long as you wish.

6. Address your letter to Aunt Mary, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Maryland.

7. Six prizes will be given in all: Three for the best letters from girls and three for the best letters from boys. The prizes will be the latest books for little folks: two books worth \$2 each, two worth \$1.50 each, and two worth \$1.00 each.

8. Do not copy your information. It is permissible to read all magazines, books, and newspapers that may tell anything about your town, but we want the letters to be all your own. The best way to find out is to ask questions of all the folks at home, of your teacher, your librarians, or of anybody who you think might be able to tell you something interesting. If you live

in a small village, ask some of the older folks of the village to tell you some stories about the early days. Perhaps you will uncover something that many grown folks who read the MAGAZINE never have heard about. The prizes will not be judged according to length; the principal thing is to make them interesting. Let's all try hard to win a prize. The sooner you send in your letter, the better.

I Found a Friend

BENWOOD, W. VA., October 20, 1921

MR. W. J. DUDLEY, Superintendent,
Relief Department,
Baltimore, Md.

Dear Sir—I am returning herewith your letter of the 17th inst., informing me that my loan has been paid in full, with acknowledgement of receipt of enclosures listed therein.

Now that I have, after many vicissitudes, achieved the ownership of a home, I want to express my gratitude to the institution which made it possible for me to do so. Throughout the time I was paying for the property I was treated with the utmost courtesy, patience and generosity by the officers of the Relief Department. When circumstances beyond my control caused me to get behind with my payments I was never hurried, nor harrassed but was, rather, encouraged by friendly assurances. I found a friend indeed in the Relief Department on more than one occasion. This is no mere formal expression of appreciation; every word of it carries a full measure of sincerity.

Very respectfully yours,
(Signed) MICHAEL T. WHALEN,

Engineer



Left: Francis, son of George J. Miller, chief clerk to freight agent, Chillicothe, Ohio. This healthy looking youngster was so delicate when he was born that he had to be kept in an incubator for four weeks; doesn't look like it now, does he? Upper: Joseph Manz, boilermaker helper, Storrs Roundhouse, and his little daughter, Mary Margaret. Right, Orval, little son of Foreman Kenna Sirk, Gassaway, W. Va., and his sister. Lower: Kathryn, Robert and Mildren Hadden, Dover, Ohio, contributors to the Children's Page

Our Town Contest Coupon

To be filled in and pinned to your "Our Town Contest" paper

Name (in full)
Age.....
Father's Name and Occupation.....
Your Street and Number.....
Town.....
State.....

Our Pensioners

(Continued from page 31)

James R. Martin

James R. Martin, pensioned machinist, was born in Baltimore on September 20, 1856. He entered the service of the Baltimore and Ohio on February 1, 1873, as machinist apprentice at Howard and Lee Streets, Baltimore. Later he went to Bailey's at the foot of Eutaw Street, and then to Riverside shops, where he served as machinist up to the time of retirement. Mr. Martin has been a member of the Veterans' Association since it was organized. He was pensioned on November 10.

Mark A. Matson

Mark A. Matson, retired passenger conductor, was born in Claysville, Ohio, on October 21, 1854. He entered the service of the Cleveland and Marietta Railroad as brakeman in 1881; went to the New York Central at Zanesville in September, 1889, and to the O. & L. K. (later acquired by the Baltimore and Ohio) in 1902, as passenger conductor, on what are now known as Trains 55 and 56, running between Zanesville and Parkersburg.

The longest time that Mr. Matson was off duty was after the flood of 1913, when the track was so badly damaged by water. No. 55 arrived in Zanesville on March 25, and did not get out (as No. 56) until April 29.

Mr. Matson is now living on his farm west of Zanesville on the Old National Road. He is much interested in his standard bred horses. He has one sired by Galt, 2-2¼; another by Don Cale, dam Alice Crescus, by Crescus. His hobby is Masonry. He is a member of various lodges and commanderies. He says that the latchstring is always on the outside to his Baltimore and Ohio friends, all of whom will receive a hearty welcome.

J. W. McCurdy

John W. McCurdy, pensioned engineman, Pittsburgh Division, came to the Baltimore and Ohio on February 1, 1882, as fireman at Connellsville. In less than two years he was promoted to engineer. Connellsville was then the terminal for the Pittsburgh Division. Mr. McCurdy ran out of Connellsville for one year, was then sent to Pittsburgh Terminal for two years, and later to Glenwood. He ran on all of the branches of the Pittsburgh Division. He ran in both freight and passenger service for about ten years, there being no extra passenger trains as there are now. Then he took what was known as the Glenwood Coal Train. This run he kept for twelve years. The remaining years—until the time he was retired (October 1, 1921) he spent on the work train. Mr. McCurdy says: "I wish to take this opportunity to extend my sincere appreciation to all my friends for their every kindness during my many years of association with them."

Here and There

BY GEORGE K. SEIBERT,

Dispatcher, Camden Station

Arriving at the Hotel de Ville in Brussels we found a crowd assembled. Making inquiries we were informed the American Legion delegation would soon arrive. So we waited too, and while waiting, listened to the conversation about us.

A Belgian accompanied by his family was giving all the information he could to all desiring it.

"Papa, are the Americans rich?"

"Oh yes, my sister, very, very rich."

"Papa, are they millionaires?"

"Mon Dieu, Millionaires? They are Arch-Millionaires."

The American Color-Sergeant, evidently

imported from the Rhine watch for the occasion, was holding Old Glory at a rather rakish angle and seemed to be in a bad humor. An American (from Richmond, Va.) called to him.

"Hold her high, Old Top, so we can see it."

"Aw! This stuff gits me goat and me corns are hurtin'."

During the war there was a Major in the French army who was as deaf as an iron pot. One night while he was sleeping in his concrete walled dug-out, their position was severely shelled by the Germans and through all of it the Major slept tranquilly until a shell, bouncing from the roof of the dug-out, exploded with a terrific crash. The Major, thinking someone had rapped, jumped from his couchette and running to the door cried, "Come in."



This picture, drawn by Lenore, little daughter of Towerman Taylor, Aiken, Md., won first prize at the Cecil County (Md.) Fair, last year. Her beautiful story, "How the Susquehanna got its name," will appear in an early issue of the Magazine



Safety Roll of Honor

Baltimore Terminal Division

BALTIMORE, November 26, 1921.

MR. J. J. SANATORA,
Leverman,
Carrolls Tower,
Baltimore, Md.

Dear Sir—I am in receipt of advice that on November 24, 1921, at 11:55 a. m., while extra, engine 4873, east, with 29 loads from Mt. Winans Yard, was passing through crossovers at Carrolls, you noticed brake rigging dragging on C. & Pa. car 12936, fourth car from engine, which was loaded with coal, and that you succeeded in stopping this train by use of hand signal.

I wish to thank you in behalf of The Baltimore and Ohio Railroad Company and myself for your prompt action in stopping this train, as undoubtedly it was the means of averting a serious accident.

Yours truly,
(Signed) C. M. SHRIVER,
Superintendent.

Baltimore Division

While train second 98, engine 4259, was stopped at Stanton on October 30, Brakeman J. F. Baumgart looked over the train and discovered a broken spring hanger under Baltimore and Ohio 20931. He reported it to the conductor and car was set out. Brakeman Baumgart has been commended for his close inspection of equipment and the prevention of derailments.

Cumberland Division

CUMBERLAND, MD., December 2, 1921.

MR. A. C. HARDY,
Operator,
Okonoko, West Va.

Dear Sir—It has recently come to my attention that on the morning of November 21, while on your way to work, you discovered a broken rail on No. 4 track at east end of Little Cacapon Cut; that you flagged No. 94, engine 4416, which was then approaching, and with the assistance of Engineer Myers, blocked the rail up with tie plates sufficiently to permit of No. 94 and steel passenger special running over the broken rail at slow speed. You then had trackmen called and soon had the trouble corrected.

Your alertness on this occasion no doubt saved delay and possible accident, and I wish to assure you that it is thoroughly appreciated by the Management as well as myself.

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

Monongah Division

GRAFTON, W. VA., December 7, 1921.

MR. WILLIAM MINARD,
Phillipi, W. Va.

Dear Sir—I am advised by our agent at Phillipi that on the morning of December 5 you found broken rail in our main track near Brick Kiln just east of Phillipi; that you left your brother to flag No. 33 and immediately came to the office at Phillipi and reported this. I understand that it was a bad break and that your prompt action

probably averted a serious accident. I assure you that your actions in this respect are very much appreciated by the Company.

Yours truly,
(Signed) B. Z. HOLVERSTOTT,
Superintendent.

Charleston Division

Conductor C. W. Cogar, Brakemen H. V. Mullins and C. L. Bright have been commended for assisting in clearing track of trees and other obstructions after a storm.

Mr. C. W. Butler, Custis, W. Va., found a broken rail near Mile Post 80 and flagged train 64, advising crew of the damage. He has been appropriately thanked by the superintendent.

Mr. A. J. Knight, Burnsville, found a broken rail near Cogar. He flagged train 61, advising crew of the trouble. He has been written an appropriate letter by the superintendent.

Engineer R. N. Jeffries, Fireman J. H. Kyer, Conductor W. E. Nordeck, Brakemen D. Payne and E. M. Burkhammer have been commended for using excellent judgment in the handling of their train on November 18.

The following engineers have been commended for making over 100 per cent. in fuel performance, November: W. T. Spencer, Hefner, W. Powell, T. Morgan, G. F. Purkey, E. Whitecotton, R. E. Smith, R. Murphy, A. B. Nicholas, W. E. Paisley, B. H. Griffin, S. Mullins and M. A. Henderson.

Pittsburgh Division

NOTE: The following honor note got into our files in error, and we regret the delay in publishing it.—Ed.

At midnight, on August 20, some of our car force at Pittsburgh Passenger Station heard a call for help coming from the river at east end of train shed. Pipefitter R. R. Eustice was on duty at the time and swam out to the rescue of a Miss Hall, who was clinging to an overturned canoe, one end of which had been broken away. As Eustice approached the canoe he directed the young lady to hold the boat and he moved it ahead of him toward the shore. In the meantime, a life boat was secured from a river steamer in the vicinity and taken out into the stream to meet Eustice. The young lady was sent to the hospital.

Inquiry developed that Miss Hall was canoeing with an unknown person. They had been run down by a tow; her companion instructed her to hold to the canoe and that he would swim to the bank for assistance, but he was drowned, his body being recovered Monday noon.

A Union newsboy followed Eustice into the river to assist, but, not being a strong swimmer, had to be rescued by others from the bank.

On November 29, Baltimore and Ohio Brakeman N. B. Copeland, Coulter, Pa., informed the chief dispatcher of the Pittsburgh and Lake Erie Railroad, that a landslide was coming down on their tracks

between Greenock and Duncan. Arrangements were made by the Pittsburgh and Lake Erie to handle the situation. On November 30, Mr. J. B. Yohe, Jr., superintendent of the Pittsburgh and Lake Erie Railroad informed Superintendent Beltz of this occurrence and his desire that we express to Mr. Copeland his appreciation of the prompt action taken.

Cleveland Division

CLEVELAND, OHIO, December 15, 1921.

MR. C. E. WOOD,
Operator,
Beach City, Ohio.

Dear Sir—I have before me a report that you were on the platform at Beach City while local No. 73 was passing on December 13 and that you noticed a brake beam down on Wab. car 77839, two cars from the caboose and immediately notified the flagman who had train stopped and necessary repairs made.

I am glad to see our employees take the interest they do in trying to prevent accidents and I want to take this opportunity to commend you.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, November 29, 1921.

MR. C. F. LICHTENWALTER,
Engineer,
Cleveland, Ohio.

Dear Sir—Understand that on November 23, you were engineer on No. 75, engine 2075. At about 4.00 p. m., when pulling through yard on westbound main track, you noticed broken rail on eastbound running track just west of "RD" Tower, and you stopped your train at Clark Avenue Yard office and notified the general yardmaster, who called section men and had necessary repairs made.

There is no doubt that your close observance averted a bad derailment, and I want to take this opportunity to commend you for your close observance.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO, December 5, 1921.

MR. J. DONLEY,
Brakeman,
Lorain, Ohio.

Dear Sir—I understand that on November 20, you were brakeman on an eastbound train and while extra 4310, west, was passing you at Pauls siding, you noticed fire flying from Baltimore and Ohio car 232134, sixth from engine. It had broken arch bar and spring hanger on north side of car and when the caboose of the 4310 passed you, you lighted a fusee and gave them stop signal and advised them of your observation.

There is no question about your averting a serious accident and I want to commend you for your actions in this case.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

Car Repairman August Beyer, while working on repair track at Dover, noticed a stranger with an empty sack loitering around the premises. A little while later, Mr. Byer noticed that the man with the sack had disappeared and with him had gone three perfectly good journal brasses. Exit Repairman Beyer in his Oakland roadster in pursuit of the offender. He finally located him sitting on a porch in the vicinity of the yards at Dover and proceeded to ask the stranger what his sack contained, but to no avail, except that it contained some old iron. This did not satisfy the pursuer, so

he attempted to look into the sack, whereupon the stranger drew a knife and threatened Repairman Beyer. Even this did not end the argument. Mr. Beyer went to the round house and got several more of our employes and once more went after his man. But on returning to the house where he was last seen, they found that he had disappeared. Then the chase began. The man was captured and the stolen brass recovered. Repairman Beyer has always been a faithful and wide awake employe of the Company at this point, and this shows he is working for its interests.

CLEVELAND, OHIO, December 7, 1921.
MR. JOHN LANTENSCHLAGER,
Track Walker,
Canal Fulton, Ohio.

Dear Sir—I have before me a report that while you were out hunting on the evening of November 22, you heard a train go over

what you thought sounded like a broken rail at Butter Bridge Spur, near Canal Fulton, Ohio; that you immediately came to the track and patrolled same until you located the broken rail; that you immediately got your son out to flag any trains which might come along, and then telephoned to the section foreman and had repairs made.

This is indeed meritorious service and you are to be commended. I am sure that you had the Company's interests at heart as well as the safety of your fellow employes.

Very truly yours,

(Signed) H. B. GREEN,
Superintendent.

Cincinnati Terminals

As an example of the "on the job" Railroad man at Ivorydale, the following is but

one of the many incidents in the Railroad's day:

On Sunday, November 13, Machinist Frederick Berger, Ivorydale Shops, was at Ivorydale Station awaiting train No. 51. When the train arrived, Machinist Berger noticed a defect. Attention to this defect was called and engine was cut off. Had this not been noticed, a serious accident might have occurred. Machinist Berger deserves much credit for his close observance.

New Castle Division

On November 15, while engine 2889 was at Akron Junction, Brakeman F. H. Kannal discovered a broken arch bar on east end of P. R. R. Car 10426. Mr. Kannal has had a commendatory entry placed on his record for his close inspection, as by his observance of this condition, he averted the possibility of an accident.

CUMBERLAND DIVISION

The following table shows the number of observations and corrections made on the Cumberland Division from November 11 to December 9, inclusive:

Date.	Train.	Engine.	Employee.	Position.	Location.	Brakes Stick- ing.	Hot Car Boxes.	Wheels Slid- ing.	Shifted Loads.	Flat Wheels.	Brake Rig- ging Down.	Broken Rails.	Broken Flanges.	Dragging Parts.	Open Doors— Mds. Cars.
1921															
11-28	94	4414	J. L. Schroder.....	Operator.....	Martinsburg.....	I									
11-28	Ex. E.	4403	J. L. Schroder.....	Operator.....	Martinsburg.....		I								
12-2	Ex. W.	4420	J. L. Schroder.....	Operator.....	Martinsburg.....	I									
12-3	94	4436	J. L. Schroder.....	Operator.....	Martinsburg.....			I							
12-5	94	4420	J. L. Schroder.....	Operator.....	Martinsburg.....			I							
11-13	13	5057	O. J. Rash.....	Operator.....	Hancock.....									I	
11-13	5	5219	O. J. Rash.....	Operator.....	Hancock.....	I									
11-17	94	4418	O. J. Rash.....	Operator.....	Hancock.....		I								
11-22	Ex. W.	4406	O. J. Rash.....	Operator.....	Hancock.....										I
11-22	Ex. W.	4859	O. J. Rash.....	Operator.....	Hancock.....									I	
11-30	Ex. E.	4402	O. J. Rash.....	Operator.....	Hancock.....					I					
11-22	4	....	P. E. Schroder.....	Operator.....	Hancock.....		I								
11-27	Ex. W.	4403	P. E. Schroder.....	Operator.....	Hancock.....		I								
11-14	94	4416	P. E. Schroder.....	Operator.....	Hancock.....					I					
11-29	Ex. W.	4418	Q. Hobbs.....	Operator.....	Hobbs.....	I									
12-2	94	4402	J. D. Rockwell.....	Operator.....	Green Spring.....		I								
12-3	Ex. E.	4416	J. D. Rockwell.....	Operator.....	Green Spring.....					I					
11-30	4	....	J. C. Snyder.....	Operator.....	Okonoko.....	I									
12-2	Ex. E.	4409	J. C. Snyder.....	Operator.....	Okonoko.....					I					
11-11	....	....	A. C. Hardy.....	Operator.....	Okonoko.....							2			
11-25	94	4418	A. C. Hardy.....	Operator.....	Okonoko.....										I
12-1	Ex. W.	4419	A. C. Hardy.....	Operator.....	Okonoko.....			I							
12-8	Ex. E.	4404	C. W. Arnold.....	Operator.....	Sleepy Creek.....					I					
12-4	Ex. W.	4295	S. N. McCullough.....	Operator.....	Millers.....	I									
11-23	Ex. E.	4834	C. E. Henry.....	Operator.....	Hancock.....								I		
12-3	Ex. E.	4879	C. E. Henry.....	Operator.....	Hancock.....					I					
11-21	Ex. W.	4413	E. H. Gross.....	Operator.....	Okonoko.....	I									
11-24	94	4404	E. H. Gross.....	Operator.....	Okonoko.....	I									
11-26	14	....	E. H. Gross.....	Operator.....	Okonoko.....	I									
11-21	Ex. W.	4413	V. D. Twigg.....	Operator.....	Green Spring.....					I					
11-30	Ex. W.	4429	V. D. Twigg.....	Operator.....	Green Spring.....					I					
11-13	....	....	O. P. Freshour.....	Operator.....	Sleepy Creek.....							I			
11-28	Ex. W.	4404	O. P. Freshour.....	Operator.....	Sleepy Creek.....			I							
11-29	Ex. E.	4412	H. R. Hood.....	Operator.....	Sleepy Creek.....	I									
11-26	94	4480	F. K. Reeder.....	Operator.....	Pattersons Creek.....	I									
11-20	97	4423	E. M. Pentoney.....	Operator.....	Sleepy Creek.....					I					
11-18	94	4421	C. W. Michael.....	Operator.....	Hobbs.....			I							
11-12	Ex. E.	4411	C. G. Bittorf.....	Operator.....	Orleans Road.....	I									
11-28	4	5217	C. G. Widemyer.....	Operator.....	Great Cacapon.....	I									
11-15	....	....	J. H. Robertson.....	Agent.....	Austen.....							I			
11-26	94	4860	D. E. Jeffreys.....	Operator.....	Deer Park.....									I	
12-1	94	4412	C. R. French.....	Operator.....	Sir Johns Run.....									I	
11-30	Ex. E.	4430	R. W. Cross.....	Operator.....	Engles.....					I					
11-22	94	4414	W. A. Ditto.....	Operator.....	Orleans Road.....	I									
12-2	Ex. E.	4425	L. E. Courtney.....	Operator.....	Millers.....			I							
11-29	94	4418	J. A. Whitmore.....	Operator.....	Martinsburg.....			I							
11-30	Ex. W.	4437	H. U. Arnold.....	Operator.....	Great Cacapon.....	I									
11-26	Ex. W.	4406	C. Marlatt.....	Operator.....	Millers.....									I	
11-29	94	4418	W. R. Merideth.....	Operator.....	Hobbs.....			I							
12-9	30	5068	C. F. Helms.....	Operator.....	Hardman.....	I									
Total Observances.....						16	5	6	2	2	8	4	1	5	51

Ohio Division

On November 11, Operator C. C. Potts, Bloom, Ohio, discovered broken rail in west end of passing track at that station. He notified Supervisor Mitchell, who was on train No. 59, who in turn notified section men to make repairs.

Conductor W. A. "Pete" Burns and Engineer C. H. Baucus, in charge of No. 90, recently discovered first overhead bridge east of Walnut Creek, near East Monroe, on fire. Train was stopped and entire crew, including Conductor Burns, Engineer Baucus, Fireman DeVore and Brakemen McGraner and Wills, extinguished the fire. Track supervisor was then called and after examining bridge reported it safe for normal speed.

On November 20, while protecting rear of No. 33, Flagman J. W. Plum observed broken rail east of penstock on Midland District main, the rail being broken on north side near angle bar. He immediately reported this to dispatcher, who covered by "19" order until section men could make repairs. Flagman Plum is observant in the performance of his duty.

Operator W. E. Stanton, Dundas, Ohio, received a voucher from Hocking Valley Railway Co., with the following notation: "For appreciation of services rendered the Hocking Valley Railway Co., on October 24, 1921, account trestle just south of slate cut on Wellston & Jackson Belt being on fire." This trestle was so badly damaged that it was necessary to send work train to make repairs before trains could pass over it. Operator Stanton was walking along the track preparing to go to his home, when he discovered this condition and reported it to the superintendent of the Hocking Valley.

Indiana Division

On December 1, Brakeman Poole, on extra 2846 west, was in siding at Delhi for No. 2. When No. 2 passed, the brakeman noticed brake sticking in car on No. 2's train and immediately communicated fact to operator at Delhi, who, upon getting in touch with dispatcher, had train stopped for inspection. It developed that by reason of a defective triple valve on sleeper Hamerton, the brakes were sticking on a pair of wheels under this car and the wheel was getting very hot. Brakes were cut out of one end and train proceeded. Serious accident might have occurred had this condition not been detected.

Here is a picture of fireman Don G. Thompson, who rendered conspicuous ser-



Don G. Thompson

vice on train No. 10 on October 6. One of the running board studs on his engine blew out, causing such an accumulation of steam in the cab that both engineer and fireman were forced to vacate. Fireman Thompson crawled over running board of his engine and succeeded in bringing train to a stop by applying air from the front.

On November 13, Crossing Watchman S. H. Skimmerhorn, Mitchell, Indiana, was injured in saving the life of a child. The yard engine was switching some little distance up the track from location of Mr. Skimmerhorn, when he noticed a child, about 4 years of age, on track about 60 feet east of his crossing. He immediately started on run to remove the child from track, fearing yard engine might run down that far any moment or that some train might come up from the other direction. While running he stepped on a stone which turned, causing him to sprain his left ankle severely. He will probably be incapacitated for 3 or 4 weeks.

Mr. Skimmerhorn's action was very commendable and it is unfortunate that he should have sustained this injury.

Illinois Division

On November 20, while hunting, Yard Conductor C. Martin, Springfield Yard, discovered a badly broken rail west of Bradfordton. He immediately walked about a mile and a half to call up the office at Springfield and report this condition, which, of course, was promptly corrected by the section foreman. Had this broken rail not been found it would more than likely have resulted in an accident.

On the afternoon of September 22, Boiler-maker Helper J. C. Monical, Flora, while working in roundhouse, stepped to the west door No. 8 pit as No. 55's equipment was backing around the wye. He noticed something unusual under the train and flagged the hostler, who stopped the train. It was found that one wheel was off the track. The general car foreman, after making inspection, found that the wheel was loose on the journal. The close observance and prompt action of Mr. Monical probably saved a serious accident to No. 55, which might have resulted in injury to some of the passengers or employees.

Toledo Division

DAYTON, OHIO, December 5, 1921.

MR. JERRY MAHONEY,
Crossing Watchman,
Wayne Avenue,
Lima, Ohio.

I am advised that through your close observance you detected broken flange on equipment in extra north 4063 on November 24, and reported same to operator. This enabled us to give notice to yardmaster so that further inspection could be made of the equipment. It was found that flange of wheel was in such condition that we were unable to move car, which necessitated repairs being made in the yard.

Your action in this respect reduced chances of permitting this car to be handled any further in its defective condition and in all probability has saved the company considerable expense for damage to property, as well as personal injury. I wish to take this means of indicating to you the extent to which the Company appreciates your action.

Yours truly,
(Signed) R. E. CHAMBERLAIN,
Division Engineer

A Bachelor's Prayer

Backward, turn backward, O Time, in your flight!
Give us a maiden with skirts not so tight;
Give us a girl whose charms, many or few,
Are not so exposed by much peek-a-boo;
Give us a maiden, no matter what age,
Who won't use the street car for a vaudeville stage;
Give us a girl not so shapely in view;
Dress her in skirts that the sun won't shine through.
Then give us the dances of days long gone by;
With plenty of clothes and steps not so high;
Oust turkey-trot capers and buttermilk glide,
The hurdy-gurdy twist and the wiggle-tail slide;
Then let us feast our tired optics once more
On a genuine woman as sweet as of yore.
Yes, Time, please turn backward and grant our request,
For God's richest blessing—but not one undressed—
The Station Agent.

W. J. Bacon

THE accompanying picture is of W. J. Bacon, foreman of the third rail electrical system on the Baltimore Terminal division, and two of his helpers. Mr. Bacon was with the Baltimore and Ohio when the third rail in the Belt Line Tunnel was installed, and as this was the first electrifying of any railroad in the United States, naturally many problems developed. Some of the devices installed are the result of Mr. Bacon's own ingenuity, and he says that since the installation of the third rail there has never been a train delayed on account of its failure.

Mr. Bacon has never missed a call in case of trouble. He has had but one man killed under his supervision and that one stepped in front of an approaching train. None of his men has ever been seriously injured.

Mr. Bacon is proud of the fact that he is always glad to give a thorough trial to all new material and devices given to him for installation in connection with the third rail. He sees that they are put in under the most favorable conditions so that if they have any merit it will be shown.

We are glad to be able to give this brief notice to a man of such long and efficient service and outstanding loyalty to the Company.



W. J. Bacon and two of his men



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBEEK

I could easily enumerate several reasons why so many make daily pilgrimages to John Bopp's lunch room on the 12th floor. Positive cleanliness prevails throughout the establishment, notably in the kitchen, the important section. In my examination of that important part of the outfit, I found everything spick and span. Among the patrons I have never heard anyone indulge in a murmur of dissatisfaction. The prices are fair, and the food is well prepared. The attendants are polite and render the best possible service. Mr. Bopp and Mrs. Etta Hance, the cashier, are always there, and they seem to give little thought to vacations. Perhaps it is this constant attention to details that explains the excellence of the department.

"How many did you entertain at luncheon today?" I said to Mr. Bopp a day or two ago. "Oh, we had about 930," he replied, "and all appeared to be satisfied."

Rest Rooms

A rest room for the employees of the Philadelphia and Reading Railway, adjacent to the Reading Terminal in Philadelphia, has been provided, and Mr. Oberender, a passenger trainman on the Bethlehem Branch, has spent much of his free time between his runs to provide conveniences not usually offered in places of this character.

One of our well conducted rest rooms is located at Keyser, W. Va., and it is a boon

for the men coming in from runs on the "hill," as the men call the Seventeen Mile Grade. A copy of the BALTIMORE AND OHIO MAGAZINE is furnished the Keyser room, as well as the new rest room of the P. & R.

A Word for the Enginemen

I still regard the occupants of our big engines as men of courage and bravery, and give them a salutation when I have an opportunity, notably as 524 sweeps into Camden Station every Saturday.

An Enforced Absence

Not so long ago sickness prostrated me, and I was absent from my desk for over a week. This was my longest period of absence in my Law Department service of 40 years. While confined to my room, I received a card from the four Law Department young ladies, containing this beautiful sentiment:

"Though birds fly south with Autumn rains,
And leaves may turn to red and gold,
The warmth of summer still remains,
Within the hearts of friends of old."

Sometime when these young ladies relent and remove the restriction not to put them in the MAGAZINE, by giving me *carte blanche* to proceed, I shall endeavor to prepare a paragraph for the MAGAZINE letter, giving particulars of the excellence of their work.

Apropos of my illness and recovery, I thought of this couplet:

"Better to hunt in fields for health unbought
Than fee the doctor for a nauseous draught.
The wise for cure on exercise depend,
God never made his work for man to mend"

And then too:
"Reason's whole pleasure, all the joys of sense
Lie in three words—health, peace and competence."

Engineering Department

Correspondent, OSWALD EDEN

With this issue of the MAGAZINE starts the year 1922. How many of us have made resolutions to do this or that, or not to do this or that? How many made the resolution to be on time to work in the morning?

We understand that W. O. Towson has bought himself a "bunch of nuts with a crank in front," otherwise known as a Ford. Yet he does not seem to be complaining of toothache.

The woes of country life are temporarily over for "Gus" Hauser, the "movie" man of the drafting room, as he recently moved again. But this time he went into a modern apartment within the new city limits. As the boys say "He's now in teown," even though the ride is 45 minutes and double fare. His troubles now will be with the janitor and we can almost hear him calling down the dumb-waiter shaft, "Hey there, Mr. Janitor, gol' dern ye, circulate some more heat up 'yer, d'ye hear me?" or "Say, you down below! Ain't you ever goin' to take the garbage off this 'yer elevator?"

"Herbie" has evidently sold his motorcycle and smoked glasses, for he was recently seen in a four-wheeled horseless vehicle.

Our two bowling teams are coming along splendidly, although they have changed their respective places. In the last issue of the MAGAZINE the engineer of buildings' team had an average of about 632, which was about 60 points better than the chief engineer's team could do. But now the tables are turned. At this writing, December 12, the chief engineer's team has an average of about 589, leading that of the engineer of buildings' which has only 564. Go to it, fellows! but don't stop at competition just between yourselves. Go after the others.

What makes Miss George Simpson so happy these days? We wonder if she has any "news" to tell us, or was it only joy over the thoughts of Christmas and the New Year?

On December 12 we had a visit from Chief Clerk J. E. McKibbin and Accountant J. J. Kolker, office of District Engineer Griffith, who had come down to Baltimore to look over and fix up some accounting matters.

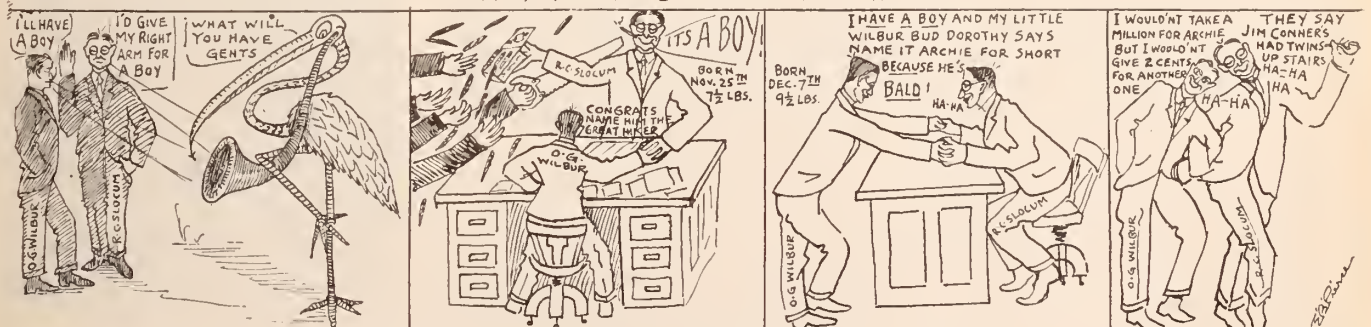
Office of District Engineer

Cincinnati, Ohio

G. F. DAUBENMERKL, Correspondent

J. J. Kolker, accountant, flaunts defiance at the high cost of living. On November 5, the stork visited his home with a baby girl!

—WHAT THE STORK CAN DO—



Dramatis Personae in the Valuation Department—Cartoon by E. B. Pierce

John now has "Three Queens." We all admire your nerve, John. Congratulations!

George Kopp, Jr., stenographer, also has a new alarm clock, which wakes him up at all hours of the night. Friend Stork brought an 8½ pound girl to his home on November 19. We extend our congratulations.

Two new arrivals in one month for District Engineer Griffith's office. A pretty good record! And they tell us times are hard.

Freight Claim Department

Correspondent, GEORGE DOBBIN

The following is a facsimile of the letter presented to every employe of our office on Christmas Eve:

BALTIMORE, MD., December 24, 1921.

To the Employes of the Office of

General Freight Claim Agent:

Peace on Earth, Good Will to all men, were the joyful tidings sung by the angels on that wondrous Christmas morn so long ago. Ever since this same message has gone echoing down the ages.

I sincerely hope that this Christmas will indeed mean a Season of Peace and Happiness to the World, and particularly to you, my friends. I am glad to be able to again extend to you my best wishes for a Merry Christmas and a Happy and Prosperous New Year.

Thanking you for your loyalty and hearty co-operation during the past year, I remain,

Sincerely,

(Signed) C. C. GLESSNER.

All of us appreciate the spirit that prompted this act of Mr. Glessner and we are in an excellent position to give a practical demonstration of the sincerity of our appreciation by contributing our whole-hearted efforts toward the achievement of efficiency in our department. Our success as individuals depends largely upon the success of this office, which represents a unit of workers whose business it is to save money for the Baltimore and Ohio Railroad and to retain the good will of our patrons. The shippers and the traveling public are largely influenced by the advertising which we engender by our attitude toward our own work. Their opinions are held in high esteem and their favorable word constitutes a type of "back-fence" advertising which means eventually greater earnings and greater possibilities for us all. That "good word" is inspired by our actions as representatives of the general freight claim agent, and the type of our service may accomplish what some men think is impossible. Also, it separates the individual from "the crowd" and necessarily puts him in the lead.

This step that places one person ahead of his co-workers is not easy of achievement. The keen competition that forces us to give our best efforts in order to make a showing worthy of particular recognition, also compels us to recognize the fact that there is always that one day when we meet an emergency with nothing to fall back on but our own resources. That is the crucial test of our ability. If we have not prepared by study for this particular moment, if we have contentedly drifted along, then we should neither be surprised nor disappointed when we fail to "make good." To really win out we must possess an abundance of courage.

When the chap who sits a few desks away is in error, whether that error be a part of his immediate work or an error of conduct and not directly related to his particular job, let us not be hypercritical. A man is no greater than his spirit. Break that and you have a derelict, useless and beyond redemption. That is too much to place on

our conscience for the sake of success or for the mere gratifying of personal feeling which may run high at some real or fancied offense for the time being.

We are being attacked by the forces of Cupid and the list of casualties makes us feel about as victorious as the "late lamented" M. Georges Carpentier must have felt after his recent argument with Professor Dempsey at Jersey City.

We really expect it of the ladies—yes we do—but our own George Goeller, he who punctually (?) rings the bell at the desk of Mr. Heartt! Inspired with immense helpings of the Thanksgiving Bird, he deliberately allowed himself to say "I will" and "I do" before an honest-to-goodness audience of witnesses. Good-luck to you both, George, and welcome to the ranks of the benedicts!

The O. S. & D. Division is not to be outdone. "Little Agnes" comes forward with a life sized "rock," proving that "good goods come in little packages." Honest Injun, doesn't it get heavy sometimes, Agie, dear?

Congratulations to Mr. and Mrs. Yarnell! "Peggy" Pape is no more. You never can tell about these quiet men! Under pretense of assisting in the superdivision of our legal affairs, Mr. Yarnell entered our midst with the courteous, quiet dignity of a Kentucky Colonel, and all we can say is that our hat is off to him for quick work. Just a few short months and it is all over, wedding, flowers and rice. The honeymoon proper is to continue indefinitely. We cannot help wondering if the recent marriage of Miss Rawlings could have prompted the idea and spurred Mr. Yarnell to action.

Some weeks ago Miss Suboch, following the example of the Arabs who "folded up their tents and quietly slipped away," became the better half of the firm of "Mr. and Mrs. Reiblich." Stern remorse drove her back to her desk where, however, the strain of keeping her mind on the newly formed partnership and on freight claims, proved too much. She up and told it and left us flat. We are sorry to lose her, but we are glad too, because happiness will surely be hers.

"It is an ill wind, etc." and we wonder if the promotion of Mr. Sener may not have some effect on the capable assistant of Mr. King in the—er—near future.

Mr. Keene being such a perfect example of "how to be happy though married" has undoubtedly proved inspiring, for we see his neighbor wearing a very luminous "sparkler" and we wonder when!!!

Yes, and we have our eyes on Mr. Murphy, he who flashes a dazzling silver buckle before our eyes. Well, the ladies could never resist the Irish.

Mr. Bradburn has practically recovered from a very painful and troublesome sprained wrist and we are glad, but there are members of Boumi Temple who sometimes wonder if it wasn't a put-up job after all.

Away over in the corner of Miss Keiner's Division, on one rainy afternoon, Miss Banks returned to her desk from an important, or perhaps, improvised errand to find that "The Girls" had loaded her desk with presents. How that little Dan Cupid must have laughed at her happy tears!

"Daddy" Loane goes on record as having been, perhaps, the only Veteran from this office at a Veteran's Meeting held on December 5. Is it true that the 'Vets' are going to let a bit of snow hold them back? There is always a consolation and it does not fail in this instance. The fewer Veterans present, the more ice cream and cake for those who are among the faithful.

Having spread the known and surmised news, there remain as closing reminders, the two phrases: "Preparation is the foundation of success" and "Knowledge is power." They are old and hackneyed to some, but like old wine and old books and old friends, they are very much worth while. Do we ever look over the lessons distributed during the existence of our own School? Some of us may be benefitted.

Printing Department

Correspondents, H. R. FOGLE, *Compositor*,
O. R. PYLANT, *Stone Hand*

Otto Sherman, monotype operator, spent Christmas holidays at Cambridge, Md.

We regret to announce that A. Handley has a sprained toe. He tried to kick a football over the top of the Grain Elevator. You see, he is getting his team in good shape and thinks that it's fine training to slide down a railroad track with a football in the lead.

Mr. Fogle has been signed up for the football team.

If there is anything that you don't know, ask Harry Reay; and if you want to find out something, ask Knoepp.

I went downstairs the other day to make a correction on a press before the job was started. On my arrival I was informed by the pressman that the job should be done so and so. I told him that he had a bright idea about printing, nevertheless that I should proceed to do the job to my best advantage. Upon this, Mr. Pressman turned to me and said: "I guess you know your business, but you can't tell me anything about printing. I know this business from A to Z!" Hurrah for the "A to Z," boys!

Alas! Babe Ruth—our Babe Ruth—has shaved off his soup strainer and thus spoiled his good looks.

Wanted: Dogs of all kinds. Apply in person to George Yeager.

Ernest Rinehard armed himself with a large megaphone and a box of cough drops for the Marine football game. We judge that these will be used again next season.

It is rumored that O. E. Whitman will visit the barber as soon as warm weather sets in.

Fred Feusahrens spent the holidays in Fairfax County, yes, Suh! Goodby to the rabbits when he goes hunting down in Ole Virginny.

Our foreman, Mr. Frey, has purchased his new auto license tag for 1922. It happened to be a full house—three 4's and a pair of 6's. Good luck to you, Mr. Frey. Let the next tag be a straight flush.

Telegraph Department

Correspondent, DELLA M. HAIN

E. P. Totman, district plant superintendent, Western Union Telegraph Company, Philadelphia, accompanied by his chief clerk, T. P. Murphy, spent a day recently in this office relative to the joint business of the Telegraph and Railroad Companies.

Harry V. Hill, lineman in gang of Foreman A. J. Cornwell, Newark, Ohio, took a chance last month on a six-cylinder sedan which the Elks were raffling off. His ticket cost 25 cents and the car he won is worth \$1,700.00. Lucky guy!

A tiny bud has bloomed today
Upon a family tree;
And every branch and twig and stem,
Is happy as can be.

It's a boy, 10 pounds, born to Mr. and Mrs. S. McMullen. Steve is section lineman at Creston, Ohio, New Castle Division.

Bishop's little boy received a train of cars from Santa Claus on Christmas. Krausz's little boy received a steam engine from the same source; and one thing all of us know is that if the kids enjoy these toys as much as their parents have, they will have many happy hours.

Neil Davis' little Mary is a regular prima donna. How can she help it? Her father has a sweet voice too.

And last but not least—wedding bells! Norman Ardilius Murphy recently grasped the lines of fate and took unto himself a wife. The entire force was speechless with gratitude, as this is the first wedding that has occurred in this office in a period extending over five years. He only needed to start the ball rolling, as we are looking for Owings and Offutt to come in close seconds. A little bird told us that Murphy was in dire need of a clock so that he could leave home on time in the morning, so we banded together and got him one—a beautiful mahogany, tambo style. It will look at him every day to remind him of how much we love him, make his little wife jealous, and the like. Mr. Plumly made a speech of presentation, and a mighty good "impromptu" it was, too. Murphy responded to the call of his country and did his bit in the World War. We therefore know that he is courageous and capable of carrying through this great undertaking. Here's success to you, "Irish!"

Transportation Department

Correspondent, L. K. BURNS

On Saturday night, December 10, our bowling team journeyed to Washington to meet the Washington Terminal Railroad Y. M. C. A. team. The Terminal boys took the first game while the Transportationists came back strong and won the second and third. The results of the three games are as follows:

Transportation

	1st	2nd	3rd
Seeds.....	84	104	85
Bryan.....	89	93	103
Fowler.....	83	116	109
W. Guerke.....	79	103	104
R. Guerke.....	99	116	88

Total..... 434 532 489

Washington Terminal

	1st	2nd	3rd
Tenny.....	92	92	87
Laugley.....	94	92	96
Weeks.....	86	99	91
Trotter.....	90	100	92
Williams.....	90	104	107

Total..... 452 487 473

In the Baltimore and Ohio League, Section B, our team has a strong hold on second place and at the rate they are going it looks as if the League leaders will be given a run for the money.

Collins recently hung up a total of 146 pins in a single game, which is the highest in the League so far, and gives the other teams a nice figure to shoot at. If anyone tops him we hope it will be a Transportationist.

We almost forgot about saying something of "Phil" Wood's marriage. "Phil" tells us that before long Mrs. Wood, who was formerly Miss Doris Porter, of the Division Freight Office, Youngstown, will be living here in Baltimore. We extend her a hearty welcome to Baltimore. Our best wishes go to both of them, along with a bit of silverware.

Office of Assistant Comptroller Deverell

Correspondent, JOHN RUPP

The picture on this page is a reproduction of a well known love scene from "Faust," entitled, "Good bye, Sweetheart, Farewell." The gentleman is John L. Lubert, connected with the Comptroller's Department. We compliment the young lady on her choice.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

Our Beau Brummel Brauer of the old Burlesque Boy fame, played the role of hero on December 15 by rescuing a Ford in front of our Annex Building.

"Bobbie" Burns (297 pounds light) while crossing the street with his eyes on the peanut vender, did not see little Lizzie coming along and as "Bobbie" was going at his usual fast pace, it was only the timely warning of Brauer that caused Bob to throw on the air, thus saving, by the smallest possible margin, said Lizzie, from total destruction.

Standing of the Bowling League, including week of December 13, was as follows:

Pull Men.....	16	Won	8	Lost.....	667
Royal Blues.....	16	"	8	"	667
Head Lights.....	14	"	10	"	583
Bumpers.....	11	"	13	"	458
Wrecking Crew.....	10	"	14	"	417
Tail Lights.....	5	"	19	"	208

A great many of our readers are no doubt aware of the fact that Spookendyke built a chicken coop around himself, but it remained for our old college chump "Pat" Spedden to build a dog house in the cellar and after it was completed, discover that it was too large to get it through the door and out into the yard. Well, as the boys say, we never learn unless we make mistakes.

Auditor Disbursements

Correspondent, JOHN C. SVEC

L. M. Douglas

On the night of November 20, L. M. Douglas, traveling car repair accountant, operating out of our office, was instantly killed at Keyser, W. Va., when No. 1 was in collision with an automobile in which he



The Late L. M. Douglas

was riding. Mr. Douglas was a resident of Keyser and was on his way to the station to take No. 12 to report for duty at Baltimore the next morning. Ordinarily he walked from his home to the station because the distance was inconsiderable, but this evening a friend, accompanied by a young lady, called at his house and volunteered to take him there in the machine. It is quite evident that the occupants of the car, which was a coupe, did not hear the approach of No. 1.

Lloyd Matlick Douglas was born at Keyser, W. Va., October 30, 1892, the son of Mr. and Mrs. A. M. Douglas. He attended the local schools and graduated from the Keyser Preparatory Branch of the University of West Virginia. He entered the service of the Baltimore and Ohio in June, 1910, as a car repairman and was afterwards promoted to carpenter foreman, Stores Department foreman, storekeeper at New Castle and was selected for the position of traveling car repair accountant on April 26, 1920.

Mr. Douglas volunteered for service in the World War at Keyser on October 6, 1917, and served with the Headquarters Company, 10th Training Battalion, 155th Depot Brigade, and also with the 40th Company of the same organization at Camp Lee, Va. He was selected to attend the Officers' Training School at Camp Sevier, S. C., was later transferred to the school at Camp Gordon, Ga., from which he was graduated with a commission of Second Lieutenant of Infantry. He was honorably discharged from the service with that grade on December 20, 1918.

Lloyd Douglas was one of those happily constituted individuals who cast a ray of sunshine wherever they happen to be. He was always optimistic and no one ever heard him lament conditions, no matter how bad they might appear. His work as traveling car repair accountant carried him over the entire System and no man ever worked that beat who was more popularly regarded than he. He had the faculty of administering a rebuke in such a way as to make the recipient a firmer friend than ever before. He was thoroughly qualified for his position and undoubtedly, had the fates been kinder, was destined for greater things in the railroad world. He had the full confidence, respect and esteem of his superiors, who were ever ready to testify to his loyal and efficient services.

The Auditor of Disbursements Office was represented at the obsequies by L. M. Martin, chief, Car Repair Accountant Bureau, M. R. Perry, chief traveling car



Too sweet for words
(See Assistant Comptroller's notes)



Miss Eileen A. Bohli

repair accountant and G. B. Williamson, F. A. Merrill and F. E. Cheshire, traveling car repair accountants, and all close personal friends of the deceased.

The accompanying photo is that of Eileen E., 16 months old daughter of Mr. and Mrs. William J. Bohli. Mrs. Bohli was formerly Miss Ruth M. Eason, of this office. Mr. Bohli is employed in the M. C. B. Bureau as bill checker.

I would like to have some other pictures of the Auditor Disbursements' young flock, which is quite large.

Auditor Freight Claims

Correspondent, H. J. BARKER

Wedding Bells

It was a great disappointment to a few of the single men of this office, when it was learned that Mrs. Laura L. Swomley had been quietly married on December 13 to Mr. Sidney Rawlings, now employed with the U. S. Mail Department.

Every single man was living in hopes of stirring up enough interest to give him en-

couragement to pop the question, but all in vain. A stranger wooed and won, but Laura's type is still remembered by the youngsters as a goal to reach, and the field is still strong.

So wishing Laura love, happiness and success, the youngsters weep in vain.

The accompanying cartoon is of Joseph R. Bowden, star left-fielder, Auditor Freight Claims Baseball Team. During the past season Joseph covered his position "a la Otis Lawry," his fielding being 1,000, and his batting 321.

Staten Island Lines

Correspondent, G. J. GOOLIC

The employees of the Staten Island Lines extend their heartfelt sympathy to the families of the following employees:

William J. Ryan, M. of W. carpenter, who was killed at Atlantic on Tuesday, November 29; William Jarvis, M. of W. dock inspector, who died of pneumonia at St. Vincent's Hospital on December 6; and Charles L. Martin, telegraph operator, Cranford, who died of paralysis of larynx, following apoplexy, at his home at Rahway, N. J. on December 2.

On November 19, Philip Ryan, section foreman, while walking on his section, St. George Yard, was struck by empty box car and received a fractured hip. Mr. Ryan was taken to St. Vincent's Hospital and returned to his home on November 23. On December 6 he was ordered back to the hospital for X-ray when they found a fractured hip. We wish him a speedy recovery.

Mr. Ryan came into the employ of the Company on June 1, 1893, as a section foreman. He was a faithful employe up to the time of his injury. It is believed that he will not be



Joseph R. Bowden, left field, Auditor Freight Claims baseball team



GROUP OF OFFICE FORCE, STATEN ISLAND LINES

Top row left to right: John D. Gibb, trainmaster; E. A. English, marine supervisor; Timothy Donohue, janitor; B. F. Kelly, trainmaster; William Whitely, marine clerk; B. A. Campbell, assistant car accountant; Vincent Flannery, westbound clerk; I. A. Housman, clerk to trainmaster; A. L. Mickelsen, assistant terminal agent; John A. Goodski, stenographer, and clerk to trainmaster; Joseph F. Langford, car distributor; Madeline Graebe, clerk, Lighterage Department; L. R. Van Horn, chief clerk, Lighterage Department; Irene McCarthy, stenographer, Superintendent's Office; W. R. Taylor, chief clerk to superintendent; J. V. Costello, assistant chief clerk to superintendent; Grace Whalen, clerk, Superintendent's Office; Helen Decker, stenographer, Superintendent's Office; Leo Meloy, clerk, Superintendent's Office; Edward Schmidt, clerk to car accountant; George O'Regan, clerk to car accountant; James Burns, clerk, Lighterage Department; Marie Vetter, clerk to car accountant; B. A. Gaynor, stenographer and clerk to marine supervisor; Elizabeth Adams, stenographer, Lighterage Department; Marie Pirrone, stenographer to car accountant. Standing on steps, top to bottom: W. J. Ivers, car accountant; George Schmidt, clerk to car accountant; Bernard Russel, clerk, Lighterage Department; G. H. Styles, supervisor crossing watchmen. Bottom row: John Stanzianzi, clerk, Lighterage Department; William Cornell, lighterage supervisor; Fred Nebel, clerk to car accountant; Walter Emde, clerk, Lighterage Department; E. J. Hamner, superintendent; H. J. Schaefer, clerk, Lighterage Department; Harold Dowell, clerk, Lighterage Department; Andrew Woelfel, stenographer, Lighterage Department; Terence Connolly, cashier; Edward Mogol, stenographer, Lighterage Department; Henry Kiehn, office boy; Frank Neidenfuhr, clerk, Lighterage Department



Trainmen W. Poillion and J. P. Murtha, Engineer W. Dolan and Fireman Harold Tabor

able to return to his duties again, but that he will be placed on the Pension List. Mr. Ryan was well liked by everybody, and we are sorry to lose him.

The accompanying picture is of Trainman W. Poillion, Trainman J. P. Murtha, Engineer W. Dolan and Fireman Harold Tabor.

We have been informed that the stork made a visit on December 4 at the home of Joseph Langford, clerk, Superintendent's Office, leaving a baby girl. Congratulations!

Royal Blue Line

The Royal Blue both fond and true,
A rolling palace built for you,
From Broadway bright she steams aright,
Her mere approaching is delight.

Through rain or shine, through wind or snow
She sails along the B. & O.
As bright as sun the trail is spun,
From old New York to Washington.

Election of officers of the Employees' Mutual Benefit Association of the S. I. R. T. took place on December 15, 1921. The following will serve for 1922: B. F. Kelly,



General Agent's Office Force, Camden Station, 1894

president; E. E. McKinley, vice president; J. B. Sharp, treasurer; G. J. Goolic, recording secretary; J. V. Costello, corresponding secretary; J. F. McGowan, W. P. Slatery and J. J. Lestrangle, executive committee.

Baltimore Terminal Division

Correspondent, MARTHA V. FOX

G. T. Clarke, assistant trainmaster, Locust Point, recently toured Virginia in his Paige and from all accounts, he surely must have broken the records.

Football seems to hold the interest of a number in the Superintendent's office, which was well represented at a recent game at Walbrook Oval.

With regret we note the death of Brakeman W. Zang, of Locust Point Yard. Mr. Zang had been in the service for a number of years and was a tireless worker. We extend our sympathy to his family in their hour of bereavement.

G. A. Bowers, general foreman of engines, otherwise known as "General," has recently returned after a serious illness. We hope he will continue to improve.

It seems hard for us to understand that when I. C. Hopkins and F. H. Carter go hunting, the game leaves the woods before they arrive.

The following clipping, taken from the *Sun* of November 7, shows another remarkable grain loading record:

Makes Grain-Loading Record

One of the most remarkable grain-loading records ever recorded in the port was accomplished last week, when on Thursday at the Locust Point elevators of the Baltimore and Ohio, 200,000 bushels of wheat were placed in the hold of the steamer *Aritz Mendi* in four hours. The time for the loading of the entire grain tonnage taken at Locust Point, 225,401 bushels, was officially placed at 11 hours, an exceptional showing.

Agent's Office, Camden Station

Correspondent, W. H. BULL

Miss Butts, stenographer, Billing Department, is wearing a pleasant smile these days. 'Tis said she will be married soon.

Chester Stone, Billing Department, is fond of jokes. The other day he was told one about the police officer having found a dead horse on Cathedral Street and not being able to spell the street's name, pulled the horse over to Park Avenue. Chester said, "What did he do that for?"

We regret to learn of the death of Mrs. William Carey, mother of Clerk Adrian F. Carey, Accounting Department. We extend our sympathy to Mr. Carey and family, also to Mr. Norton on the death of his mother, and to J. B. Miller on the death of his father.

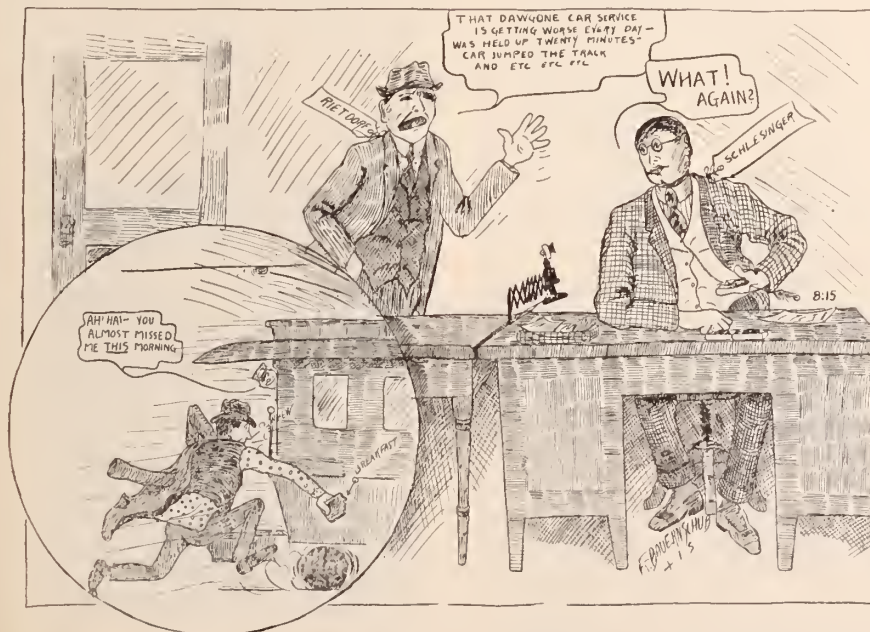
The accompanying picture is of the General Agent's office force, Camden Station. It was taken in 1894. Seated are General Agent A. J. Fairbank and C. J. Gillespie; standing, John Gephart, cashier, and Arthur Boteler, messenger. The picture was loaned us by Mr. Gillespie.

Our cartoons were drawn by A. Bauernschub, Claim Department. He is a student of the Maryland Institute and we expect to see great things from his pen and brush in the future.

"Mickey" Doyle has been flashing her sparkler in our eyes for some time. We wonder how much longer she expects to keep him in suspense. Poor man!

Dame Rumor says that some one is rather fickle as to her likes and dislikes for the opposite sex. Cheer up, Margaret, there's safety in numbers. You're young yet.

"Midge" has been assuming a rather mysterious attitude recently. We wonder what she has up her sleeve. Oh, well, "Patience is a virtue."



Blaming it on the 103



Freight Office Force of 1904, at Locust Point

Ross, Coughlin, White, Casey, Scrutten and Perkinson. Third row—Prenger, Edel, Leigh Helm, Cashier Gould, Steen, Slack and Hicken. Fourth row—Brower, Abe, Monaghan, Sterlia, Ford, Leimbach, Baker, Randolph, Elliott and Coffin.

Baltimore Division

Correspondent, W. H. TARR,

Superintendent's Office, Camden Station

Two bowling teams have been organized in the Division Accountant's Office, Camden Station. One team is composed of the married men, the other of the single men. They meet on Friday evenings at the Baltimore Bowling Alleys, 118 E. Baltimore Street. The line-up for the married men is: W. R. German, A. F. North, W. H. Thiemeyer, Morgan Hinebaugh and Frank Harten. In the single men's team are Martin Bowers, Jr., Albert Smith, Maurice

Phipps, Martin Swain, C. B. Roche. W. R. German is captain of the Married Men's Team and Albert Smith of the Single Men. A. F. North is official scorekeeper. Both teams show pep. Now for the good scores!

Miss Katharine Feeser, stenographer, Division Accountant's Office, underwent an operation for appendicitis on December 8. Her friends trust she will have a rapid recovery and be back among the office force soon.

Brunswick

Correspondent, R. L. MUCH, *Conductor*

Happy New Year!

Our main street has begun to show more of a business aspect. Several modern business houses have been erected and many improvements have been made in our town during the last few months. As a certain merchant remarked, "Brunswick will soon look like Baltimore."

Yardmaster Sprigg Hedges is now on duty at the eastbound yard; Yardmaster "Bill" Gatrell, who has been ill for three weeks of the grippe, will soon be back on the job.

Mrs. C. W. Steadman, wife of Conductor Steadman, is slowly convalescing from a serious operation recently performed at the Frederick City Hospital, where she was detained for five weeks. Her many friends are congratulating her upon her recovery.

Within 18 hours two sad accidents occurred on the eastbound hump. Yard Brakeman Ray Wyncoop was run over by a Mallet engine and fatally injured. He died a few hours later. His brother, Hector, is a conductor, Baltimore Division. Edward Moore, while setting brake on a car, was knocked off and had both legs severed above the ankles. He was removed to Frederick City Hospital, where he is now

doing as well as can be expected under the circumstances. Boys, we can't be too careful.

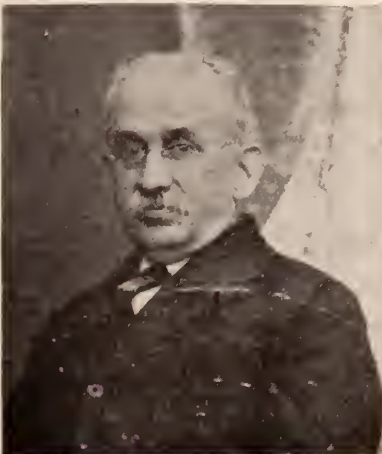
Some time ago, while riding on a western road, I came across a "boomer." This is the little story he told me:

At one time he was head brakeman on an engine that hit a rear end in a deep curve. Investigation was held in the trainmaster's office. The trainmaster asked the "boomer" what he knew about the trouble. This was his reply:

"Well, I'll tell you. We were coming around the curve at about 25 miles per, when I saw the stack of red on the main. I immediately conveyed this intelligence to the skillet-head, whereupon he manipulated the secret work, put her two pipes to the seashore and squealed for the pincers."

"Well, what did you do?" asked the trainmaster.

"Why," replied the "boomer," "I vanished into the atmosphere."



Aquilla Johnson



Joe Lubinsk



58th Street Freight Station, Philadelphia, and some of our employees (see note)

Passenger Station, 24th and Chesnut Sts.

Correspondent, CHARLES T. ALLEN

Walter Daroba, District Passenger Agent's Office, has been elected vice-president of the Philadelphia Passenger Association. Walter, we congratulate you!

James Lynch, Jr., weight 15 pounds, arrived via the stork route a few weeks ago, and is growing nicely. James, Sr., is now the father of five. He is as proud as though James, Jr., was the first. Congratulations, Mr. and Mrs. Lynch! Mr. Lynch is a popular member of the janitor's force.

Wesley Ford and Elizabeth Ehrisman were recently married. We wish them long life and much happiness.

Fireman Robinson of our heating plant, enjoys the distinction of being the only man in Philadelphia to honor Marshall Foch with a whistle salute; this was while the field marshal was passing our station. To quote the *Philadelphia Enquirer* "only once did a siren shriek." The Baltimore and Ohio is always on the job.

We are glad to see our matron, Mrs. Margaret Metzger, back on the job after a short illness.

Pier 22, Philadelphia, Pa.

Correspondent, J. A. MCDEVITT

Effective November 1, 1921, J. E. Sands was appointed terminal agent, this city. Mr. Sands comes from the Western Lines, where he had filled similar positions at Blanchester, Ohio, Hillsboro, Washington Court House, Portsmouth and Louisville, Ky. In addition to this he has spent four years in the Telegraph service. He has the advance assurance of the cooperation of the employes in the Philadelphia Terminal.

A. E. Rhoads, freight agent, Pier 22, and W. J. Hallahan, chief clerk to terminal agent, Philadelphia, brought about the capture of a platform thief who had stolen a case of rubbers from the Philadelphia and Reading platform, Pier 8, Chestnut Street. After he had pilfered the case he drove to Pier 22 to receive freight. Here his capture was brought about. This was an unusual case, as three railroads figured in the capture. The thief was unaware that he was being shadowed by a Pennsylvania Railroad policeman on his way to our Pier 22 freight station.

The accompanying picture is of 58th Street freight station, taken by D. L. Harten, pipefitter Eastside roundhouse. Left to right: Joseph Burke, caller; C. W. Wilson, agent, East Side; E. H. Moyer, agent, 58th Street, and Andrew Krigbaum, truckman.

Washington, D. C. Freight Station

Correspondent, W. L. WHITING, Chief Clerk

Bright prospects ahead for the Happy Young Year 1922!

The hopes of the Limitation of Arms Conference are apparently being realized. Our good friends across the Big Pond seem to have patched up their misunderstandings of many centuries. Celt and Anglo-Saxon have shaken "hands across the Sea," let us hope, for all time.

Taking one thing with another, there is a great deal to be thankful for at the beginning of this New Year. Let us, as good Railroad men, keep up with the procession, and try to realize ourselves, and make others realize also, that the word RAILROAD spells PROGRESS, and that we are here to prove that statement.

It is not always necessary to have reached the "Seer and Yellow Leaf" of life, or to be eligible for membership in the Veterans' Association, to enable us to reach out for business, freight or passenger. Opportunities will come our way at times, if only a weather eye is kept open for their approach. Your correspondent got wind of the moving of a friend to the distant shores of New England, and thinking that perhaps there would be "something doing" in the way of business, he succeeded in showing the friend how much cheaper it would be to send his furniture away by freight than by motor truck. The result was one carload of household goods for the Baltimore and Ohio.

Miss Della Porton, waybill clerk, who has been with us for a number of years, left us on November 30, for other fields. We wish those who leave us success in their new undertakings, and welcome all newcomers to our fold, with the hope that they will remain for many years. C. J. Mattimore has been appointed delivery clerk in place of W. D. Kight, who went to the Pacific Coast and found that the conditions there were too tempting for him to return to this

city. W. A. Funk has been appointed tallyman in place of J. F. Wahl, who was transferred to the General Yard Master's Office.

The stork has forgotten us in his travels lately, and even the ever busy Dan Cupid has not exerted himself to a great extent among our "co-eds." However, on the other hand, it is a pleasure to state that the Grim Reaper has also passed us by, and that sickness is not so prevalent among our force as it has been at this period in other years.

Speaking of Claim Prevention, Safety First, etc., may we suggest a little improvement that may lessen probable loss and damage to shipments by reason of non-delivery. This suggestion is that we exercise a little more care in the method of addressing envelopes. A little more time taken to write the name of the destination point will be more likely to effect delivery than to write the word "City" or "Local" on the envelope. It may be that a letter addressed to "City" will be given to a messenger to mail who does not happen to live in the city, and who inadvertently puts the letter in his pocket and upon arrival at his suburban home finds it and drops it into a letter box at that place, thus making a misdelivery certain, with all the consequent delay and unpleasantness arising from the matter. A certain letter sent recently was addressed in this manner. The result was that the letter got into the hands of a somewhat inexperienced distributing clerk in the Post Office, who took the word to be an abbreviation for "Cincinnati," and the letter was sent to that place. It was finally returned to the original mailing point. Needless to say that the person for whom the letter was intended did not receive it. It would have taken but a fraction of a second to have addressed this letter properly.

Think it over, friends, and let us start the New Year by being more careful in these apparently small things which cause claims and misunderstandings, and give to Uncle Sam's Post Office Department and our own Railroad unnecessary work.

He: "My dear girl, I've made hundreds of women suffer in my time!"

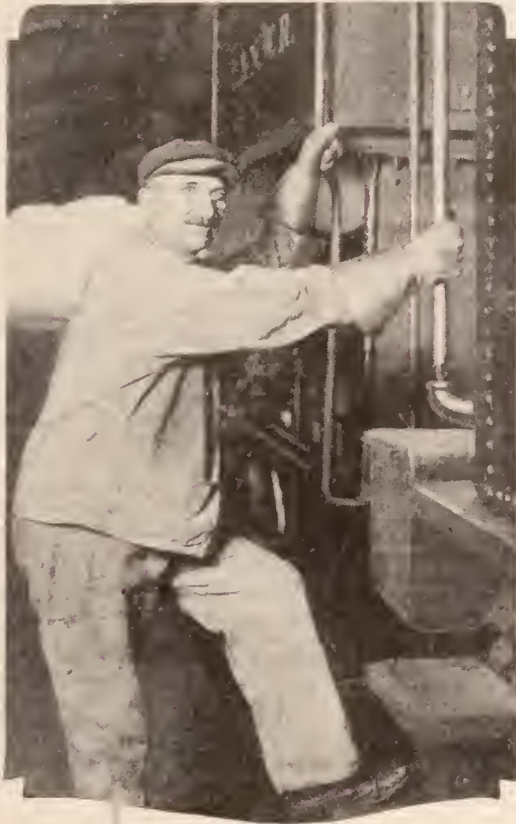
She: "What a brute you must be!"

He: "Not at all; I'm a dentist."

—London Opinion.

Hamilton Watch

"The Railroad Timekeeper of America"



This Engineer Believes In Good Companions For His Three Boys

Engineer William E. Loco, who runs a Chicago and Northwestern train out of Chicago, has been railroading for forty-five years.

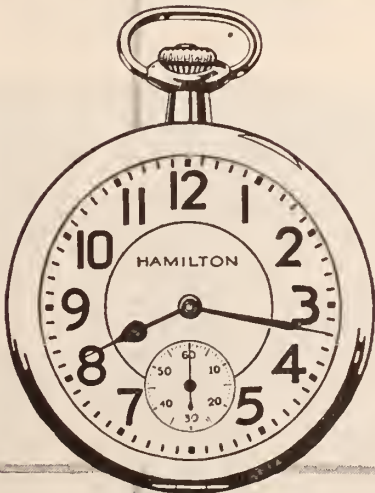
For twenty-one years he has carried the same Hamilton Watch, and it has always served him faithfully.

In fact, so accurate and dependable has he found it that he has made it a pleasant duty to present each of his three sons with a Hamilton as they came of age.

There is nothing uncanny about the phenomenal timekeeping qualities of any specific Hamilton Watch. The fact that Hamilton Watches are built around the requirements of the Railroad man makes them uniformly accurate.

The factory's guarantee of satisfaction is backed up by the jeweler from whom you buy your Hamilton. A Hamilton Watch is never an orphan. It is born with a pedigree—and it will live up to its reputation for enduring, accurate service.

That is the kind of watch you need.



When you buy, inspect the Hamilton models that Railroad men favor, particularly No. 992 (16-size, 21 jewels). Hamilton Watches range in price from \$40 to \$200; movements alone \$22 (in Canada \$25) and up. Send for "The Timekeeper", an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.

HAMILTON WATCH COMPANY,
Lancaster, Penna., U. S. A.



Cumberland Division

Correspondents

E. C. DRAWBAUGH, *Division Operator*
JOHN SELL, *L. P. Clerk, Superintendent's Office*

Here we have a good picture of Malcolm Crosser, secretary to the division accountant. Crosser usually has his feet on the ground but this is one time we caught him a little "off side."

We have just learned why our night car distributor is in such a pensive mood. While on vacation, "Bennie" spent most of his time trying to dope out the stock market, but now admits it can't be done.

Winfield Price, who has received much favorable comment for the cleanly condition of the Queen City pavement and lawn surrounding the station, suffered a sun stroke during the late summer. He is now back on the job, fully recovered, and, we hope, due for a long stay.

Roy Tablor, our efficient yard clerk, states that the dope handed out by the various health authorities doesn't always work so far as exercise reducing weight is concerned. Hick has walked all over Cumberland Yard several times a day (some mileage) for the past ten years and is now around the 200 mark and still gaining. Hick, if we all had your genial nature and hearty laugh, there sure would be some heavy men playing "Number Dummy."

Harry T. Henry said he did not know street car fare could amount to so much in a month. "Hen," don't call every night!

One of the most highly regarded Irishmen we have on the Cumberland Division is the honorable Michael Laffey, who so zealously guards Bedford Street crossing. It is a pleasure to see "Mike" guiding the little school tots over the crossing. He is popular with all who happen to pass his way.

The Fire Brigade recently organized in the Queen City Office Buildings is under the able guidance of R. C. Ward as captain; his staff follows: Malcolm Crosser, plugman, R. W. Mellinger and C. K. Hickson, nozzlemen, G. Frank Messman, William E. Korniff, F. X. Spearman, W. H. Gatehouse, A. P. Conell, J. W. Kirk, hosemen. Fire drills are now being held.

The New Reclamation Plant in the Mill Yard is rapidly nearing completion. The



Malcolm can't seem to keep his feet on the ground

new plant is considered a valuable adjunct to the Eastern Lines and will add considerably to the importance of Cumberland.

Ground was recently broken for a new ice manufacturing plant and reicing station in our Evitts Creek Yards. This was a badly needed facility at this point, because of the large amount of fruit raised in this territory as well as the large number of cars of fresh meat and other perishable freight passing through this terminal requiring reicing.

The Kelly Springfield eleven million dollar tire factory, completed and put in operation, is now shipping tires to all parts of the world. This plant is located on the main line of our road at Cumberland and is a factor in placing our Division in the roll of an originating, as well as the most important division on the system.

John Howe has been appointed superintendent of the Cumberland Back Shops vice F. O. Eklund, deceased. Mr. Howe not only comes highly recommended, but he created a favorable impression on arrival.

The West End of the Cumberland Division recently made a record in car miles per day, having hit the 85-mile per day, which is a record for mountain movement.

We read in the MAGAZINE occasionally where So and So is doing some bowling. Tell them all that we teach the game and that if there is any team on the System that would like to "Read Em and Weep," to get into communication with our team at Cumberland. The Manager is G. A. McGinn.

On November 28 the school fostered by our division accountant, F. L. Sheakley, which is largely attended by clerks from every office and department in the service who are desirous of learning accounting and equipping themselves through knowledge of accounting, found time for a little diversion which proved to be the social event of the season. About thirty couples stepped the light fantastic to the strains of the Byg Set Orchestra, the leading joy dispensers of the city, and under the able leadership of the chairman of the Entertainment Committee, D. Y. Brown, surely had the time of their lives. On the committee with Mr. Brown were F. S. Cook, Georgie McCarty, Ehula McMackin, Mary Holland and Susie Rossworm. The office was tastefully decorated for the occasion with a color scheme of red and green, carried out in the way of toy balloons and streamers. It was a pretty scene, especially when we were called to lunch and found that all the delicacies of the season were on the menu. Whoever heard of a clerk that couldn't do justice when called upon to eat! E. J. Soehner and Miss Florence McDonald were awarded first prize in the waltzing contest, but it really wouldn't do to describe the prize, as the Committee rather expected life partners to win it. B. A. Noone and Shirley Jane Romiser won the honors at Five Hundred, tables being provided for those not caring to dance. The writer is earnestly hoping for another invitation to a similar occasion.

While on an inspection trip over the Division recently our division operator, E. C. Drawbaugh, dug up a message blank printed some forty years ago, which recalled some fond recollections to some of our veterans. Our esteemed relief agent, G. R. Bramble, not to be outdone, located waybill printed way back in 1884, and what's more, was able to get some historical data in connection with it, which will be of interest to the readers of our MAGAZINE. This waybill covers a shipment of hardware from Wheeling, W. Va., September 3, 1884, consigned to Springfield, W. Va., on the Romney Petersburg Branch, and was one



All set for the big show! Keyser Knights of Pythias, many of them our employees

of the first shipments made over this branch when it was opened to traffic that year between Green Spring and Romney. Our Springfield agent, W. A. Shannon, recalls that it was a gala occasion, with excursion trains, bands and flags, and a general big time at Romney when the first train arrived.

We do not believe in advertising charity, but here is a worth while note. Instead of the Division Accountant's Office force exchanging Christmas gifts, Chief Clerk E. G. Soehner provided instead, a Christmas Box wherein all clerks and visitors were invited to drop a little change each day. It was the intention to select a committee to interview Salvation Army Headquarters, secure the name of a worthy family and see that they had a real Christmas celebration. This we believe to be the proper Yuletide spirit.

I wish to extend best wishes for a Happy New Year to all officers and fellow workers of the Cumberland Division, as well as to each member of our great family on the system.

(Signed) JOHN J. SELL

Keyser, W. Va.

Correspondent, HARRY B. KIGHT

The accompanying photograph is of the Knights of Pythias of Keyser, "all dressed up" for a fine time. The occasion was that of a play, given by local talent. The greater number of those in the picture are Baltimore and Ohio boys.

The names of those in the cast follow. Railroaders' names are marked by an asterisk (*).

King, C. B. Hott; Chancellor Commander, T. A. Adams; Prelate, Charles A. Steiding*; M. of W., George Smith*; Attendants, B. E. Wells, C. L. Shaffener; M. of F., Robert E. Rice*; Headsman, J. Johnston*; Senators, G. W. Avers*, R. Rawlings, C. L. Avers*, J. A. Powell*, D. D. McKee*, Nelson Wagoner*, C. G. Scribner, B. Bradford*, J. G. VanMeter*, J. W. Johnston; Guards, Steiding*, Wiley*, Dayton*, Moomau*, Sheetz*, Clarke*; Scribe, Thomas Ward; C. C., W. I. Cheshire*; Herald, S. L. Cheshire*; Master-at-Arms, H. B. Kight*.

A meeting was held here on the night of December 13 among a number of employees for the purpose of forming a company of stockholders, to build homes on a cooperative plan.

The object is to get at least 100 men who desire to build homes and have each of them put in \$250.00 to create a fund on which to begin operations, with the total of \$25,000.

After the initial deposit of \$250.00 the home builders will keep on depositing until they have reached \$1,000 apiece, making a total of \$100,000.00, for which the company will be incorporated under the laws of the State of West Virginia and will be known as the Keyser Realty Company.

We read in the MAGAZINE some time ago, of the building of homes at Somerset. Our own Keyser needs homes badly, too. Therefore the starting of this movement.

All employees who are interested should see Agent K. H. Stover, who will be glad to explain the proposition in detail.

Engineer George P. Warner, after whom the class at the K. of P. Lodge was named not long ago, died on the afternoon of December 14. He was very popular among our employees and one of the best citizens of Keyser.

The "Safety First" meeting recently held by the M. of E. Department at this station proved a very enthusiastic one. The "Pep"

I Can Succeed



"What other men have done with the help of the International Correspondence Schools, I can do. If the I. C. S. have raised the salaries of other men, they can raise mine. If they have helped others to advance, they can help me. To me I. C. S. means 'I CAN SUCCEED.'"

Make up your mind right now that not another day of this new year shall pass until you have made *your* start toward success. Simply say "I Will." The I. C. S. will come to you with the very help you need. Whether you're a dollar-a-day man, or a dollar-an-hour man, a long-hour man or a short-hour man—there's a better job ahead and the I. C. S. will prepare you to step into it.

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Mark and mail the coupon TODAY and find out *how*; it won't obligate you in the least.

which has been lying dormant for some time past suddenly resumed active life. This, no doubt, was brought about by a forceful address made by our General Car Foreman Stanley.

H. A. Deitz, shop clerk, and wife, have secured apartments on South Main Street and are now residents of our town. Both are well pleased with their present location, as well as with the number of new friends they have met.

"Dusty" Avers, our popular car clerk, says he is thinking of resigning and taking the position as file clerk for our boiler

clerk, if her correspondence, registered letters, telegrams, etc., continue to increase.

General Foreman M. A. Graney has requested an annual pass for his wife. "Mike" was told that request would be made, but the lady would have to call for pass as soon as he had secured the necessary papers for her to prepare the "Mrs."

From the present outlook, there will be several vacancies in the clerical force in the Master Mechanic's Office, after the month of June. This is especially true in respect to the position of time clerk.

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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"/> TRAFFIC MANAGER |
| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> R. R. Gen'l Office Acct'g |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> BUSINESS MANAGEMENT |
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| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> Business Correspondent |
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| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Railway Mail Clerk |
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| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> AGRICULTURE |
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The late Muriel Decker

A. R. A. Clerk M. G. Orndoff is all smiles these days—It's a new baby girl.

William Garrett of Deer Park, who has been in the Storekeeper's Office, Baltimore, has been appointed secretary to Road Foreman Carney, vice Miss Muriel Decker, deceased.

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Correspondent, E. E. ALEXANDER

The record for 1921 is closed. It cannot be either changed or altered. It stands for all eternity and counts either for or against us. How many of us would make corrections if we but could!

A new page has been turned; we now write it 1922, with highest hopes and aspirations.

Will the regrets for the old year be guides for 1922, making it a safer, better year for all?

Several months have elapsed since we were present in the "Among Ourselves" circle. Sometimes when we read of the "big doings" at more important points, and also all the grand things the other fellows are doing in their campaigns and various ways to promote the interests of the Baltimore and Ohio, we felt so unimportant—so small, in fact, that we imagined we would never be missed if absent from the circle. But our editor says we were; he needs us too.

Have you ever had occasion to travel some distance on a foreign road, miles away from the Baltimore and Ohio? And then when you got back on our own lines again and walked the full length of the train

before boarding, making mental comparisons, didn't you experience just a little thrill and feel just like you were home again? We have!

Since our last items appeared in the MAGAZINE, many things of small importance to the world but of great importance to many of us, have happened. Some happenings not reported have left shadows on some that last for life, while others have been made happier. Death has brought sorrow to several of our employes and a most distressing accident has seared at least one home. Several families rejoice over new baby faces and voices, seen and heard in their homes. Wedding bells have rung for others, just as in other places! There have also been some activities in the interest of property owners, mostly employes, in the fixing up of their homes in the village. This has included remodeling, painting, new fences, cleaning and other improvements which tend to enhance appearances and value.

Green Spring can also boast of a new United Brethren church. Although it was our opinion that our town was scarcely able to support two churches, nevertheless the energetic, untiring efforts of those who made it possible, deserve high commendation. It is a nice edifice and a credit to the community.

Operator J. D. Rockwell has moved into his new home, which was recently completed. We hope to be able to have a photograph of it for the next issue.

Homer Haines and Howard Adams, tie-men, are other employes buying homes recently. Homer purchased one at Springfield, W. Va., while Howard bought a nice farm about three miles south of Green Spring.

General Foreman E. M. Stottlemeyer will no doubt be occupying his new home, another addition to the steady growth of the village, when these items appear. We hope to get a picture of "Ed's" home, too, if we can borrow a camera.

Tie Foreman G. C. Conley is confined to his home with neuritis at this writing. We hope he will be with us before this is published, as we miss him daily.

Introducing our bear hunters: Messrs. Irving, Corbin and Groves. Oh yes, they got one!

We are glad to be able to report that we made the goal, reported previously, set for us by Superintendent of Timber Preservation for 1921, with a slight margin to spare.

A thought for 1922:

"Keep your eye on the big problems, but don't overlook the details. Be thorough in everything you undertake, and above all, be careful."



The Foreman G. C. Conley,
Yard Foreman H. W. Gross

Martinsburg Shops

Correspondent, W. L. STEPHENS

Clinton P. Wilson, a young Baltimore and Ohio employe, and Miss Bessie Lillian Griffith were married at the United Brethren parsonage. A wedding supper was served at the home of Mr. and Mrs. John F. Wilson, parents of the groom.

Carl Edison Baker, machinist apprentice, Martinsburg Shops, and Miss Jeanette Hull of Belington, W. Va., were recently married in this city. Baker has naturally received a vast amount of advice, and a lot of good-natured "joshing" from the boys about the plant.

Martin L. Brown, a retired Veteran, with his two daughters, is making an extended visit to his brother Henry, in Missouri. We wish him a pleasant trip.

The Grim Reaper has again invaded the ranks of the Baltimore and Ohio Veterans. This time he claimed Brother John William Davis, aged 78. The deceased had been an invalid for about 14 months; a stroke of paralysis was the cause of his death. Besides being a Veteran in the service of the Railroad, Mr. Davis was also a veteran of the Union Army, Company H, Maryland Cavalry. He was a native of Martinsburg and spent his life in this town.

As a young man he entered the employ of the Railroad and for many years was a well-known conductor on the Cumberland Division. He had a service record of 40 years. As a fraternalist, he held membership in the Veterans' Association, the Order of Railway Conductors, and Lincoln Post No. 1, G. A. R. His widow, Mrs. Betty Davis, and adopted daughter, Miss Nannie Davis, survive.

Pittsburgh Division

Correspondents

E. N. FAIRGRIEVE, *Car Distributor*, Office of General Superintendent

ELMER H. STOLTZ, Pittsburgh Freight Station

A certain gentleman, well known in the Transportation Department, after reading an article entitled "The Go Getter," decided that he would put No. 94 into Connelville on time. He felt so cheery about it that he placed a little bet on it, and we understand that he collected. How about it, T. H. R.?

Terminal Road Foreman Irwin, in some unknown way has contrived to get himself a new Velie machine (and keep the Ford too). The first trip taken in the new machine proved quite a success. Sam visited Gettysburg, Washington, Baltimore and Atglen, Pa. Well, Sam, we never turn down an opportunity for a machine ride. When do we start?

Two gentlemen, one rather inclined to avoidupois, and the other not quite so hefty and inclined to be rather dignified, have serious objections to sitting near each other at the regular weekly staff meetings. Suspecting something, we started sluthing only to find that the brand of cigars being used by Mr. Allen since July 1 is such that G. W. C. D. feels himself much better off by being several seats away from the heavy boy.

The accompanying sketch is that of the assistant chief clerk, District Master Mechanic's Office, M. R. Powell, who recently spent a week hunting in the vicinity of Mt. Jewett. Before his departure there was considerable talk of bears and "Mac" was at a loss as to how the "game" would be



"Mac" takes our Safety Slogan into the woods with him

transported to Pittsburgh. He reached the woods up in "No Man's Land" on the Northern District, and after mistaking a black sheep for a bear, and settling for it with its angry owner, he actually saw a real bear. But in some inexplicable manner, instead of shooting, he dropped his gun, and was next seen as shown in the accompanying sketch. As a result of his nimroding expedition, there are one black sheep and a few rabbits less in McKean County, but the bear crop remains the same.

Messrs Kelly, Matheny and Huggins have also been tramping through swamps and wooded plots in search of something to shoot at. We have not heard how successful they were, but several complaints have been received from irate farmers concerning their missing cats.

The following is dedicated to a charming young fellow employed in the Car Distributor's Office, who assumed to raise a patch of fuzz on that part of the anatomy known as the upper lip: There was a young fellow named Frank, Who imagined he worked in a bank, He grew some "fringe" on his upper lip, And looked as though he had the pip. The folks a'll around did rail and scoff, He could stand it *no* longer, so had it rubbed off, When the folks saw this they surely did laugh— And the joke of the tale is our Mr. Frank Staff.

Glenwood Round House

Correspondent

MARY A. BREEN, stenographer to Master Mechanic

Well, of all things! Uncle Sam didn't get all his bravest men in the army, not by a long shot. We surely think that Yard Clerk H. F. Hines should be cited for bravery, for he embarked on the stormy sea of matrimony—just when, we can't say, as it was one of those "Q. T." affairs. At any rate, here's our best wishes to Harry and the better half.

Clarence Rider has given up dancing. There was a time when we thought this impossible but this time there's no mystery about it—SHE is (according to Rider's version) 5'4" and weighs 200 or more. No wonder they don't dance, for that surely would be the long and the short of it.

General Foreman N. R. Butler, New Castle, recently paid us a flying visit. If everyone from New Castle is like him, we're for New Castle all the time.

A certain local official had the audacity to come around one day recently with an awful grouch on. We tried and tried to find out what was wrong and the cause proved to be "engine failures." Say, "Jim," maybe if we can coax those engineers of yours to learn a few tricks of running an engine, we might be able to entirely eliminate the failures on this Division and thus keep away the grouch.

Like Absalom of old, someone around Glenwood Shop evidently has all his pride in his hair. It is usually permitted to grow



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to such lengths that when working around his highly important passenger engines, his silken meshes become entangled in the eccentrics. We've just been looking over our calendar and have come to the conclusion that the bi-annual hair cut is just about due.

Understand one of the recent benedicts has gone deer hunting. Wonder why this should be necessary in view of the fact that he but recently captured a *dear*?

J. J. Haney, hostler, Glenwood, is at present acting foreman at 10th Street, Pittsburgh, in place of D. Spinnucci, who has taken a leave of absence to visit his native land, Italy.



Cartoonist Pierce has been absorb the atmosphere on the "M. & K."



Engineer J. L. Davis and son at Sagebrush Creek, Wyo.

With Irish peace promised, the question of the house is, where are we going to get men to take the place of all the Harps in the shop, who are just about to make application for passports to the Old Sod?

Charleston Division

Correspondent, M. W. JONES, *Secretary to Superintendent, Weston, W. Va.*

"Nothing is more noble, nothing more venerable, than LOYALTY."

—Cicero.

Dear People:

They say "Continual dripping wears away a stone." We've been after our Editor man to give us a few more lines for our news, and this month he has done so. (This is not the first time that we have been accused of possessing a "solid ivory" mentality—Ed.)

When this letter appears in the MAGAZINE 1922 will be here, and we wish you all a very Happy and Prosperous New Year. It is our hope that 1922 will bring with it the dawn of a new era, peace, disarmament, and a general resumption of normal business.

During the past week, the district, division traffic and local officers made an inspection trip, covering the entire territory. Those in the party were General Freight Agent H. H. Marsh, District Passenger Agent C. J. Proudfoot, Division Freight agent F. M. Jordan and Traveling Freight Agent H. M. Baker. They were accompanied by Superintendent Trapnell, Division Engineer R. Brooke and Trainmaster Deegan.

Service Is the Best Advertisement We Can Have

By the way, Mr. Agent, don't you KNOW that you must not load company material in foreign cars. And don't you know that if you load an Eastern Route car WEST, or vice versa, it means just that much money lost. Let's quit it. In this part of the country the merchants have been going in a good deal of late for what they call Dollar Days. Might be a good idea to try to make every day on the Charleston Division the "DOLLAR (SAVED) DAY." It's easy and you know it.

I have been told that in writing to you of late, I have not said much about the Division Accountant's force, and so have had my special representative dig up a few facts. Do you know "Bill" Borneman? He used to work in an office all by himself, but being young and impressionable, he decided he

wanted to get into an office where more of the fair sex were employed, so what did he do? First opportunity he bids in a job in the office where there are lots of pretty girls (of course "Bill" Severns always DID have an eye for beauty). First there's Trix—you know her—she's the girl who tried to ride on a C. & O. train one day with a Baltimore and Ohio pass. Then there's Juanita; she's trying to learn how to dispatch trains in her idle hours, and we will say that she has chosen a good teacher. Next comes Irene, apparently a very quiet little girl, but "Still waters run deep." We understand that in her spare time she is learning to cook. On the left as we enter, we find Mary Pickford. She used to have an auto to ride around in, but not any more. We have been unable to ascertain why as yet, but our sleuth is on the trail. Nell sits close to her, and so far as we can learn she is still heart whole and fancy free, because every time we meet her, she has a different one. "Bee" must not be forgotten; she spends her time trying to figure out why Ex 9000 didn't make his standard, and that's all of them. But—Linn—poor boy, he's out of luck. It has been suggested that he should come to some of us old timers for advice as to how to catch his fish, after he has apparently hooked it—because it always gets away.

A recent visitor on the Charleston Division was Samuel Strachan, assistant to the general freight traffic manager. "Sam" was a very welcome visitor. He has not lost any weight since he left the Charleston Division. We are all very glad to see him and hope he will soon come again.

Coal costs money. Save it. A few shovelfulls less per trip make a big total in the aggregate. Don't overload your tanks. Coal might fall off and hurt someone and—it's of no use as ballast.

"Bill" Longwell, our old friend, foreman at Buckhannon, has been promoted to Clarksburg. We were sorry to see him go, but congratulate him on his promotion. Many are the broken hearts in Buckhannon, Sago, Adrian, and other places too numerous to mention. In our art gallery this month, we show a photo of "Bill," and at the right you will find General Foreman O. J. Kelly of Weston. Mr. Kelly has been in the service of the Company for some 39 years, working up from the lowest position in the Mechanical Department to his present one. Mr. Kelly is a prime favorite with everyone on the Charleston Division, and numbers among his friends men of all ranks on the entire system.

Keep a clean house—good housekeeping spells economy

Your correspondent today was pleased to receive a letter from some of our friends in the joint office at Charleston, W. Va., which contains some notes of interest and which we are pleased to quote. This is encouraging, and we hope others will follow suit. As we have told you, we can't GUESS at everything that is going on, and a few local notes from all over the Division would certainly help to make the "Among Ourselves" more interesting to our local readers. Here they are:

Miss Martha Stalnaker, stenographer, and Miss Mildred Keeney, claim clerk, have recently returned from a trip to New York, Philadelphia and Washington. They do not state in their notes WHY they went, and so our readers must be left to form their own conclusions. We have learned, however, from outside sources, that Charleston holds more attractions for them than any of the big time towns mentioned.

A reward has been authorized for the lucky person making the discovery as to why the young lady bill clerk goes to Point Pleasant. For details, inquire of the Agent's Office, Charleston.

The office force has organized a basketball team, and they spend their noon hours "On the jump." It is said by those who have been present that the girls look very charming in their uniforms. Naturally, all our girls look charming at any time. We hope to have some of their photos shortly.

Mrs. James Carwithen entertained the entire office force at her home at a Thanksgiving party. Everyone was there, the refreshments were fine, and everybody had a fine time.

Our sincere sympathy is extended to Travelling Auditor L. R. Porter, in the recent illness of his wife. We understand she is progressing favorably and all extend our sincere congratulations.

Safety—Good Service—Courtesy—Loyalty—Spell "Efficiency"

Cases have come to the writer's attention of late of carload shipments of various kinds running through from New York to Charleston in 3 days. The general average is 4 days. Get this information to our patrons and show them that we can do it. The Traffic Department works hard to get new business, but it can't hold it unless we give the SERVICE. We can all help to avoid delays of any kind to either L. C. L. or C. L. Go to it!

In our gallery this month, you will also find the photo of Engineer "Jeff" Davis, taken while he was on a hunting trip in Sage Brush Creek, Wyo., this year. Mr. Davis is on the right, while on the left is his son. Judging from the photo, they had pretty good luck.

Mr. Davis entered the service of the Baltimore and Ohio as a laborer in 1883, and in 1884 became a fireman. He was promoted to freight engineer in 1887, and in 1892 became a passenger engineer, which position he has held ever since to the entire satisfaction of everyone. The name of Mr. Davis has appeared, we are glad to say, more than once in our honor roll.

Our old friend John Kennedy recently paid us a visit, and while here dropped a note on the writer's desk, which is well worth quoting. It says:

"Does a hen stop scratching when worms are scarce? Not any hen we have known. Nor does the wise business man stop going after trade because the going requires extra effort. There are always worms somewhere in the ground, and there is always business waiting to be found."

Mrs. M. W. Jones, accompanied by her son, has gone to Kane, Pa., for a visit. And



W. H. Longwell and O. J. Kelly

so, the correspondent spends his time wending his weary way between the office and the "BUSY BEE." He can't sleep in the office, and so has to go home at least once a day. (By the way, Mr. Jones, what's that old song—"My wife has gone—etc.?"—Ed.)

General Manager Scheer and General Superintendent Scott, accompanied by Superintendent Motive Power C. A. Gill, recently made a tip of inspection over the Charleston Division. While in our territory they were accompanied by Superintendent Trapnell and other division officers.

Storekeeper Remaley dropped in to see us a few days ago; he promised to get us a line on how things are moving 'round Gassaway, and we will hope to have it, together with some photos, for the next issue.

By the way, funny, isn't it, how one thing brings on another? The November issue of the MAGAZINE reached here a day or two ago, and today we have a letter from our counsel in Gassaway, C. W. Flesher, referring to the article published in connection with Weston. He gives some interesting details, and we believe they are worthy of note, in that they throw additional light on the origin of our division headquarters town.

It appears first of all that the correct spelling of the name is Flesher, and that the Henry Flesher to whom we referred as the first settler, was born in England and settled in Weston, where he built the first block house, as nearly as can be ascertained, in 1730. He brought up a family of 6 sons and one daughter. The daughter married, started for Ohio and was never heard of again. Some time later a band of Indians crossed the Ohio River at Parkersburg, and following a trail to Weston, fell upon the rest of the family at sundown and killed them all, except the mother, who escaped to a fort then located at Jane Lew, and one son, Adam, who escaped to the mountains by way of Court House Run. When the Indians killed Henry Flesher, they captured his old flint lock gun, and carried it as far as the mouth of Stone Coal Creek, where they dropped it. Half a century later this old gun was found, rusted into three pieces, and is now one of the interesting old time relics in Weston. Adam Flesher, who escaped, married Miss Mary Stots of Clarksburg, and settled about 2 miles below Weston, bringing up a family of 14 children, all of whom reached the years of maturity and married. He was a soldier in the Conti-

nental Army during the American Revolution, and fought at Bunker Hill. He was born in Weston in 1754 and died at the age of 96 years. Through tracing this matter back, we find therefore that our Company Counsel, who is an enthusiastic worker for the Y. M. C. A., and anything which will help along the cause of the Railroad boys and girls, is a direct descendant of the founder of Weston.

Guess that's about all we have to say now, except to quote for 1922 a little item on personality, which appears in "The Glassworker" which says, "It is important that we should dare to be ourselves, that we should be willing to be different. If through moral cowardice we invariably assent to the prevailing fashion in our opinions we make one more in a crowd; but a place of leadership is denied us. Life is too tame and tepid if we remain neutral and in the background always."

THINK ABOUT IT!

Yours as ever,

The Correspondent.

Wheeling Division

Holloway

Correspondent, J. S. STAMM, Coal Billing Agent

We extend congratulations to Mr. and Mrs. William Grimes, who have a baby girl at their home. Mr. Grimes is first trick locomotive inspector at the shops.

H. L. Wilson, chief car inspector, and J. O. Septer, Car Department, have been absent for some time because of sickness. D. E. Wilson has been acting chief inspector. Earl said it was pretty hard work but that he could stand it for a few more years if necessary.

Anyone wishing to purchase some nice "trained" rats or mice will see Miss Perkins at the Round House office. We understand that these can be purchased cheap. In fact Miss Perkins insists that unless someone takes them away soon she will ask Mr. Walsh, L. S. K., to mark them "surplus."

D. A. Fisher was back for Christmas. If D. A. had a \$25,000.00 a year position he would spend his vacation at the Scale office—there and looking at "Baby Shoes," wouldn't you, "Don?" We are always glad to see you come back, but why didn't you bring "Her" with you?

Conductor "Bill" Baer, Trains 61 and 62, is leaving to take a run at Massillon. Sorry to see you go, "Bill." Good luck to you!

Patrick Allen tells a funny story about F. H. Whiston, chief clerk to the general yardmaster. "Pat" said F. H. has been trying to part his hair in the middle, and that Whiston is almost bald. But why laugh at F. H., "Pat?" We have seen you pretending to brush your hair out of your eyes, and you've been bald for years.

J. F. Keller, night yardmaster, has just returned from Cuba. "Jake" tells us the "cigars" down there are fine.

"Dutch" O. R. Telle, westbound desk clerk, tells a good one about trying to sleep during the day—but, ask "Dutch," he can tell it better than we can.

P. Huff is now assistant night yardmaster, Holloway, filling the position made vacant by C. R. Bethel. Mr. Bethel has resumed his position on the road. We are glad to have Mr. Huff with us in the yard. He has an excellent record as a conductor and will make one of the finest yardmasters Holloway has ever known.

DIAMONDS

For a Few Cents a Day

Send No Money
We will send you—upon your simple request—your choice of diamond bargains—the greatest in America! Do not send a penny in advance. When the ring comes, examine it. You are the judge. If it is not, without exception, the greatest value you have ever seen, send it back—at our expense! If you decide to keep it, it is yours—for a few cents a day. You may order direct from this advertisement if you wish. Don't send a cent. You do not risk a penny.

Charge-Account Plan
By our new charge-account plan, you may pay for your choice of hundreds of pieces of exquisite jewelry in sums so small that you would never think of saving them. You are also guaranteed 8 percent yearly dividends—and a 5 percent bonus may be earned.

Send for Bargain Book
Send your name and address today for our new 128-page book, showing hundreds of unmatched diamond bargains. Sent absolutely free. It explains the dividend offer and bonus plan. Write today to Dept. 8011

J. M. LYON & CO.

1 Maiden Lane, New York N.Y.

It seems that a certain young man who is employed in the shops married a pretty miss from Pittsburgh, then came to Holloway, keeping it all a secret. But the secret leaked out as secrets will and—you won't forget the cigars, will you, Fisher? And all the girls like candy.

For the information of those who have been inquiring about the platform at Holloway Station we refer you to J. D. Tomer, who can tell when it will be completed.

The many friends of Conductor R. W. Burns were sorry to hear that he had a serious accident befall him on December 8, having lost his left hand while pulling the loads at Lansing Mine, Ohio.

Mr. Burns is conductor on the Barton Mine Run, and has been in the service for a number of years. We all hope for his speedy recovery.

General Yardmaster H. C. Fowler has been absent from the yards for the past month because of sickness. W. F. Booth, relief yardmaster, has been taking Mr. Fowler's place during his absence. Mr. Fowler expects to be back with us in the near future.

Western Lines

Cincinnati Terminals

Correspondent, JOSEPH BEEL, Chief Clerk to Superintendent of Terminals

A strange incident occurred while one of our foremen was attending court on a Baltimore and Ohio case. While everything was proceeding nicely, the person in question approached his attorney and asked to see his disposition. This evidently was very embarrassing for the attorney.

We wish to extend our sympathy to Harry Graue, who lost his mother, and to M. Kugele, whose wife died recently.

If at all consistent we believe it advisable to appoint judges to ascertain which one of the Swepton boys, Clyde or Harry, can raise the best looking soup strainer on his upper lip in the least time.



J. Harry Zimmerman, operator at Cameron, W. Va., who celebrated his 50 years of service on May 7, 1921



Edward Kroeger, clerk, Winton Place,
Cincinnati, Ohio

Another invention was made known by our Miss Thelma McNulty. On a cold morning, becoming chilled from the Iceland atmosphere, she proclaimed that if we would open the windows we would get warm. Her intentions were to close the windows and not to open them. As the old proverb says, "Take a person for what he means and not what he says."

New Castle Division

Correspondent, J. A. JACKSON

Division Safety Committee

Permanent Members

D. F. STEVENS.....	Superintendent, Chairman
E. J. CORRELL.....	Division Engineer
J. P. DORSEY.....	Trainmaster
J. L. SHRIVER.....	Road Foreman
W. H. YEAGER.....	Terminal Trainmaster
J. A. TSCHUOR.....	Master Mechanic
J. M. GRIFFEN.....	Division Operator
A. T. HUMBERT.....	Master Carpenter
H. F. SCHWAB.....	Division Storekeeper
J. C. HOFFMAN.....	Signal Supervisor
G. W. HESSLAU.....	Division Claim Agent
T. L. JOHNSON.....	Captain Police
DR. F. DORSEY.....	Medical Examiner
M. H. ALLEBRAND.....	Clerk, S. K. Office
J. J. MAXLER.....	Engineer
W. P. McFARLAND.....	Conductor
W. G. SMITH.....	Fireman
E. W. REDDY.....	Brakeman
WM. CLEGHORN.....	Yard Conductor
C. F. DeLONG.....	Track Foreman
H. A. GOLDBAUGH.....	Car Foreman

Let us resolve for the New Year that we will each strive to do our best to make it the banner year for the Baltimore and Ohio. Every employe from the president down to the messenger boy, can help to make it so, if we will only so resolve.

G. W. Hesslau, claim agent at Garrett, Ind., has been transferred to the New Castle Division, with headquarters at Youngstown, Ohio.

We are glad to chronicle the complete recovery of S. H. Rhoads, agent at Warren, Ohio, from a very serious attack of typhoid fever, during which he was treated in the hospital at Wooster, Ohio.

Gwilym M. Lewis, timekeeper at New Castle Junction, died at his home, 510 Lyndal Street, on November 22 after a lingering illness from a complication of diseases. "Bill," as he was familiarly known to a wide circle of friends, was a young man of sterling character and his death has brought sorrow to his many old acquaintances on the Baltimore and Ohio. The funeral was held from his late home, after which his remains were taken to Connellsville, Pa., for interment. The sympathy of all employes is extended to his bereaved family.

John A. Mayberry, for the past ten years employed at Warwick, Ohio, as car inspector, died on November 20, after an illness which extended over a period of ten months. Mr. Mayberry entered the service of the Baltimore and Ohio on March 15, 1905, and was always a faithful and trusted employe, and was held in the highest esteem by his fellows. The funeral was held in New Castle on November 22 and was in charge of the Masons, of which order the deceased was a member. Sincere sympathy is extended to his bereaved family in their great loss.

Another old and faithful employe answered the final summons when Engineer W. E. Paden died suddenly after an attack of apoplexy on Monday, November 28 at his home in Youngstown, Ohio. Mr. Paden entered the service of the Company as an engineer on the Chicago Division, November 28, 1891, and was transferred to our division January 1, 1902. He was a man of fine Christian character and enjoyed the acquaintance of a large circle of friends who extend their sympathy to the bereaved family. The funeral was held from his late residence on November 30, and burial was made in the family plot at Newton Falls, Ohio.

Forty one members of the New Castle Division Veterans' Association were present at the regular quarterly meeting in Columbus Hall, New Castle on Saturday evening November 19. After the regular routine of business was transacted, the election of Officers for the year 1922 was held with the following result. President, W. D. Reed; Vice President, M. Dempsey; Treasurer, J. K. Jolly; Secretary, D. W. O'Neil; Chairman, James Aiken; Sergeant at Arms, James Moriarity; Executive Committee, W. P. Kennedy, J. O. Huston, M. L. Raney, W. S. Parker. James Aiken was elected as delegate to the next Grand Lodge Annual Convention. The Ladies' Auxiliary also held their meeting at the same place, with 34 members in attendance. Special attention was given to the solicitation of business for the Baltimore and Ohio and even better results are looked for during 1922. The veterans of the New Castle Division are making an enviable record for themselves in the way of getting more business for the Railroad. Moral! If you want to get more business, follow the good lead of the Veterans.

An extremely creditable record has been made in the Fairport Yard in the fact that not one car has been damaged since July 13, not even a draw bar or broken knuckle to report. This is indeed a record that any railroad might well feel proud of and establishes a high mark for other roads to shoot at. The record is all the more commendable because of the fact that Fairport Yard has been extremely busy during this period, with heavy traffic in ore and grain. J. O. Huston is in charge of Fairport Yard as general yardmaster, and he and the other employes in this yard are to be congratulated on establishing this enviable record.

Newark Division

Correspondents

B. A. OATMAN, *Office of Master Mechanic,*
Newark, Ohio

A. D. LIST, Newark (Ohio) Shops

William P. Lynch

Born on February 13, 1874; died November 18, 1921,
at Newark, Ohio

Mr. Lynch entered the service of the Company as laborer in the Maintenance of Way Department on August 16, 1898. He was transferred to Newark shops on March 25, 1907, as a machinist helper, and remained in the service in this capacity until his death.

Mr. Lynch was a familiar figure in the roundhouse at Newark, of a quiet disposition, but always on the job. Death occurred at the home of his sister, Mrs. C. A. Trager, of Clarendon Street Newark, Ohio. The sympathy of the shop employes is extended to his survivors.

Walter Gray Crawford

We were grieved to hear of the death of our fellow workman, Walter G. Crawford, who died at Mt. Vernon, Ohio, hospital on November 8.

Mr. Crawford was born on July 2, 1890. He entered the service of the Baltimore and Ohio at Newark, Ohio, on March 16, 1908, as patternmaker apprentice. Completing his apprenticeship on March 16, 1912, he continued in the service as patternmaker until March, 1921, when the pattern shop at Newark was closed and men furloughed.

On June 27, 1916, Mr. Crawford was married to Miss Leona Ferguson, of Newark



They celebrated their golden wedding anniversary on October 3
—Pensioned Yard Master and Mrs. W. D. Reed



The late Walter J. Crawford and little son Ernest (also deceased)

Ohio. Two children, Ernest F. and Leona Margaret were born. Little Ernest died on May 26, this year.

Mr. Crawford was considered an expert patternmaker and was held in high esteem by the Company and fellow employes at Newark, Ohio, who extend to the wife and surviving child their heartfelt sympathy.

John Anderson Ryan

Born on October 16, 1837; died November 28, 1921, at Newark, Ohio

Mr. Ryan entered the service of the Company in January, 1865, as locomotive fireman. He was promoted to locomotive engineer in January, 1866, continuing in the service as locomotive engineer until June 4, 1910, at which time he was placed on the rolls as pensioner.

Mr. Ryan was the oldest engineer at Newark, was a careful and reliable man at the throttle, and during his term of service as passenger engineer, handled many passenger trains over the Newark Division.

Mr. Ryan was married to Miss Eunice Silley of Dresden, Ohio, and to this union were born three children. Mr. Ryan and family came to Newark, Ohio 46 years ago, and made Newark his home until called to the great beyond. He was known by his fellow workmen as "Daddy" Ryan, a man with a wide acquaintance, genial and affable, and who will be missed by our Railroad family at Newark. He leaves to mourn him two sons, Edward F., a Company engineer; Francis H., a motorman, Ohio Electric Railway, and one daughter, Mrs. Charles Bounds, of Newark, Ohio; five grandchildren, eight great grandchildren, two brothers and one sister, to whom the employes in all departments at Newark extend their sympathy.

It's Up To You To Save

The old excuse, "I cannot meet my obligations now," or "I intended to but forgot it and needed the money for something else," and many other excuses, are pushed into the background by the added feature of the Relief Department, to deduct any amount you desire from your wages and credit it to you as a savings with the interest added at regular periods. You need not bother in regard to regular saving after you have made request to the superintendent of the Relief Department to make a stated deduction from your pay monthly or semi-monthly as you desire. This is an excellent plan, and to those who have secured their

homes through the Relief Department, nothing need be said as to the benefit of regular deductions from the pay envelope because the practice resulted in their owning a home today.

If you are in the old rut and cannot get started as a saver, just drop the Superintendent Relief Department, Baltimore, Md. a line that you desire to save through the Relief Department by regular deductions from the pay roll, and I am sure that you will be properly taken care of without any further trouble on your part.

Disappointed

During the three weeks prior to November 15, elaborate plans were made by four Newark shop nimrods, to annihilate Mr. Rabbit as soon as the sun was up on that day.

First, it was the selection of a wild and wooly location, then the securing of something to shoot with, then some kind of a conveyance whereby they could be hurriedly taken to the selected spot. After these were all arranged for the hunting license was secured; then the anxious waiting for the last few hours to go by, at the end of which they would start on one of the real hunting trips of their lives.

The night before was rainy and cold. At 3 a. m. they were off in a Dodge. A few miles of nice pike, then mud and mud and mud, until eight miles per hour was going some. As they traveled along they passed gangs of rabbits who were out early looking for some one to shoot them, but the driver had orders to make first stop at Conesville, Ohio.

A cold, wet day of it, home late with a number far under what had been anticipated, friends disappointed because orders given were not filled. Some hunt! And it was certainly lucky for our friends that rabbits were selling for thirty-five cents in market on the following day.

Columbus, Ohio, Freight Station

Without the invitations, rice, old shoes or publicity usually accompanying such events, Lawrence Miller and Miss Mary Wiley slipped away quietly and were married on September 29. Several weeks elapsed before the matter came to light. We were certainly a surprised bunch of clerks. Mr. Miller entered the service at Columbus as messenger boy in 1893 and has come up through the ranks until he now occupies the position of cashier. Mrs. Miller was our efficient car record clerk. Since Mr. and Mrs. Miller gave us such a surprise we retaliated by giving them a little surprise, too. Suitable gifts were bestowed



The late Engineer John Anderson Ryan

Vose

The Vose Grand

represents 70 years of experience devoted to the attainment of an ideal. Its incomparable tone brings a lifetime of satisfaction to the lover of good music.

We Challenge Comparisons

Write for our beautifully illustrated catalog and floor pattern of the Vose Grand, also our easy payment plan.

Vose & Sons' Piano Company
165 Boylston Street
Boston, Mass.

upon the newlyweds and everyone enjoyed the good time. It would be wrong to criticize Mr. Miller for any breach of etiquette, for we consider him a mighty lucky man. Our best wishes are extended to them for a happy and prosperous married life.

"Ed" Dauer recently bought a new home and has now settled down for good. The club wished to give him a house warming and November 30 was selected as the proper time. Appropriate gifts were taken along and presented. Old fashioned games afforded amusement during the evening.

Mrs. "Tim" Payne recently entertained the members of the Ladies' Sewing Club. The club is made up of the young ladies employed in the Freight House offices. These ladies are intent on making pretty things, which, when completed, are placed in the "hope chest" for future use.

C. L. Logsdon has resigned as assistant rate clerk to accept a position as traffic manager with a local concern. We wish him success in the new field.

The clerical forces at Columbus have been increased as follows: Robert Bridgely Head has arrived at the home of Mr. and Mrs. Frederick Head. Mr. Head is a clerk in the Freight office. Waneta May has arrived at the home of Bill Clerk and Mrs. F. M. Ashcraft. Jeanette Irene Mason has arrived at the home of Yard clerk and Mrs. G. F. Mason.

Cleveland Division

Correspondents

A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio
E. L. MILLER, *Chief Clerk to Division Freight Agent*, Akron, Ohio
H. B. SMITH, *Supervising Agent*, Cleveland, Ohio
W. E. BRUGH, *Clerk to Trainmaster*, Massillon, Ohio

There is a certain young man in the Division Accountant's Office, who thinks he is putting one over on the office force. However, F. F. S., we all know that a certain

young lady extended her Thanksgiving holiday, as well as you did, and that passes were issued to the same destination for both of you. Because there is no band on the third finger of her left hand, is no reason that you should not pass the cigars and candy around the office. We would like to congratulate you, personally, but you blush so easily. Well, murder will out!

W. E. Shelton, operator in "CS" Office, desires to thank the boys in Room 8 for the beautiful flowers sent for his mother's funeral.

We are sorry to learn of the illness of our two old passenger conductors, J. E. Smith and C. B. Campbell. We wish for them a speedy recovery.

The School of Accounting dispensed with its regular meeting on December 17 and instead, enjoyed a fine dinner, held in the accounting offices. Among the various features of the evening was the dancing party which took place on the fourth floor of the Passenger Station.

On Thursday, November 24, C. F. Farmer, division freight agent, Cleveland, Ohio, was married to Miss Mary Mahoney at Wheeling, W. Va., receiving his start with the Baltimore and Ohio as a freight trucker at the Newark Freight Station, Mr. Farmer's services have been continuous. He has served at the various desks in the local freight and the superintendent's offices, and was subsequently promoted to traveling dairy freight agent in 1916. It was while serving in this capacity that he gave heed to duty's call and in March, 1918, enlisted in the 36th Engineers, with whom he served 14 months as a member of the American Expeditionary Forces in France. On his return from service, he was sent to Cleveland, Ohio, in the capacity of commercial representative as a reward for efficient service. Mr. Farmer was appointed division freight agent, Cleveland, in June 1920. He went into West Virginia territory to secure his bride; a territory which is noted for its beautiful and charming girls. Mrs. Farmer, with her charming manner and pleasing personality, has quickly won her way to the hearts of all with whom she has come in contact since her arrival in Cleveland. The whole division joins in wishing Mr. and Mrs. Farmer a life of happiness and prosperity.

Advice has been received that Ex-Capt. and Lieut. Louis F. Barada and family are happily located at Needles, Cal., and that he is now employed as special agent for the Santa Fe Railroad in that city. All the boys are requested to write. Those having children will receive a horn from his farm, if one is requested before the present crop is exhausted. His spare time is utilized in herding horned toads on an immense tract. However, this season's crop was not as much in demand as expected, because of the large importation of German toys. There is also being raised on this tract, extensive fields of gourds, which are being negotiated for by interests supposed to represent the Mexican Revolutionary Forces in Lower California, to be used as army canteens. Personal acquaintance with the Provisional Governor of Lower California, may be of assistance to any of the boys looking for army service. The open door policy exists for all friends, and tourists are welcome and cheerfully received by giving the pass word "BEST AND ONLY."

Columbus Street Freight Office

Ziegfeld's Follies this year attracted many that evidently are not worrying about the price of shoes in Russia. McGinley's titian haired fiancée had considerable competition

but Mack is happier for the experience. Miss Robbs enjoyed the performance. Miss Lake was there with Art Kroog's field glasses and Henry Mulhern is still complaining about Miss Anna Miller being late and causing him to miss the "Nature Scene." The evening closed with Mack treating at the Carlton Terrace.

Congratulations are now and forever hereafter in order. Miss Geraldine Sammon was married Thanksgiving Day. Mr. and Mrs. Thomas Kirby spent their honeymoon in the smoky city, and it must have been wonderful.

The annual Thanksgiving Dinner was served "Ritz Style" at the office. Agent Littell said grace before and after dinner. In addition to the forty young lady employees that attended, it was enjoyed by Cashier Murray, Assistant Agent Holcomb and Chief Clerk McGinley. Foreman O'Hara failed to attend because the tailor had not returned his evening suit in time for the occasion. It was also said that he was disappointed in not having an opportunity to deliver his much rehearsed after-dinner speech. Eats, eats and more eats, was the order of the day and no time was consumed with speeches. A feature was "Irish jigs by Miss Spain."

The smiling countenance of Miss Margarie Neelon is again with us and we look for her continued popularity.

To Miss Betty DuBridge we extend our deepest sympathy because of the death of her beloved sister, Grace.

We wonder why Miss Roth is making inquiry about possible openings at Canton, Ohio.

Preparations are about completed for the annual Christmas dinner, but much disappointment is being expressed because the boys are not invited. Jerry said, "There's no kick in this spinster dancing," and Medley is heart-broken. Sweitzer can get permission but Klein must keep his promise.

Dover, Ohio

Just before Christmas Conductor "Pete" C. Stevenson, on his way to work, found a lady's pocketbook containing a large amount of money. He advertised it in the local newspaper and the owner was found and money returned. Mr. Stevenson was highly rewarded for this deed. And this is the kind of people that make our country fit to live in. Mr. Stevenson has always been an honest and faithful employe and is in his 20 odd years of service.

Yardmaster B. F. Wilcoxon, took his annual vacation in November and spent most of it hunting "big game." We hear that he did bag a few rabbits, leaving only two for "seed." Yard Clerk "Tom" Adams worked as yardmaster in Mr. Wilcoxon's place.

Recently we saw in a newspaper cartoon a railroad engineer who, while driving his automobile, thought he was on his engine, leaned far out over the side and paid no attention to curves. But little did we think one of our engineers would do this very thing. A few weeks ago Engineer John R. Sharr, while driving his automobile at Dover, failed to make the turn on approaching a curve. Of course, he thought he was on his engine. Consequently he drove head-on into a tree, and damaged his automobile slightly. No, John did not get mad, he just simply had to laugh. Good for him! We did, too.

Carl Kuemerle, who some months ago accepted a position as timekeeper, Elyria, has returned to work at Dover as yard clerk,

because of the reduction in forces at Elyria. This displaced Yard Clerk T. Thomas, who is now extra yard clerk.

Night Yardmaster "Mike" Reidy is still off because of illness. "Mike" does not get in much time; he works a few days, then lays off for a few. We would like to see you improve in health, "Mike."

Conductor W. F. Stapleton had a boil and the tooth-ache at the same time, but still he kept in good spirits. All of us could not do that, "Stap."

Massillon, Ohio

Harry Malone, patrolman, and A. W. Rohr, checker, went out hunting on the first day of the season. It is reported that they had a small accident which resulted in getting them a rabbit. Said rabbit had followed them around all day to keep from getting hit with wild shots, but alas, poor bunny got too close to their feet, and one of them stepped on and fatally injured him.

A. W. Sanders, utility clerk, was seen buying a suit of clothes on Saturday, December 10, and was also seen gazing into the jewelry store windows. This looked bad. Can it be that some young lady is going to be "missed" from home in the near future? Miss Ethel Donahue, report clerk, had better keep a sharp lookout ahead.

"Ed" Richards, demurrage clerk, broke his glasses recently; his work has improved 100 percent. since this accident. It doesn't pay to get old too soon.

A. H. Brown, yardmaster, has been successful in the handling of foreign cars, getting them loaded off line or sending them home empty or loaded. Good work, "Brown," even if you do have to lie awake at nights figuring it out.

We hear that while Patrolman Harry Malone was out hunting recently, he came into close quarters with a snake. No, Harry did not harm the creature, but called for assistance from his fellow hunters. The snake was killed before any personal injuries were inflicted. Brave men!

Conductor John Hert, No. 47, recently held his train for three minutes at Easton to enable a passenger to get to the station in order to get to Wooster, Ohio, going by the way of Seville. This passenger appreciated the kindness of Mr. Hert, as it was imperative that he get to Wooster on that day.

"Mike" McGurran, boilermaker, who was furloughed some time ago on account of reducing forces, has returned to duty again.

The cook and bunk house at Massillon, in which several of the trackmen lived, caught fire on December 8. It was badly damaged before the fire was extinguished by the Massillon Fire Department. Fire was probably caused by an overheated stove pipe.

In December, Brakeman E. P. Fenstermaker became the proud father of his first son. Congratulations!

Baggage-master Charles Foss resigned on December 1. His position is now being filled by Floyd Weirick, who was furloughed a few months ago when forces were reduced. "Charlie" had big shoes, but Floyd can fill them.

Brakeman J. O. Hart recently took his first lesson in aviation. He says that he doesn't like it. While in the act of setting a brake on the top of a car box, the dog slipped out of the ratchet, throwing "Joe" to the ground and spraining his ankle. It might have been worse.

Conductor W. J. Bair is now on 47 and 48, running between Massillon and Cleveland until the return of Conductor Campbell, who is off because of sickness.

We also have P. M. Carpenter officiating as brakeman on trains 47 and 48, between Massillon and Cleveland.

Trainmaster and Mrs. J. Fitzgerald spent a pleasant vacation in the West, stopping off at Chicago, Denver, Salt Lake and Omaha.

Trainmaster H. C. Batchelder has been acting trainmaster between Holloway and Warwick, on account of Mr. Fitzgerald's taking his vacation.

Chicago Terminals

Correspondents,
THOMAS H. WILLIAMS, F. S. DE VENY

There is a nice young lady who drops down to the depot from Robey Street for her noon luncheon. Our congenial friend, John Maloney, seems to pay a good deal of attention when she is here. Are we going to loose "Johnny" from the Bachelor's Club?

✱ Hugh McDonald, our veteran supervisor, and who has been sick for more than a year, made us a call at the depot a few days ago, looking pretty well. "Mac," the boys all like to see you well and back, so hurry!

George Hesslau, former claim agent at Chicago, now located at Youngstown, is the proud father of a fine boy. George (being a member himself) says that he will put the junior in the Reilly's Bucks as soon as he is able to carry a musket.

From all reports there are more men being hit by automobiles than by box cars. On an average there are about three killed every day in Chicago; accidents have become so common that the readers of our daily papers pay little attention unless it comes to someone in the family. Our safety committee are wondering what can be done to lessen the deaths and accidents from automobiles.

It was during the time when the Chicago newspapers were distributing Smile and Cheer Coupons that Paul Bussian, our genial accountant, made an earnest effort to get as many of the coupons as possible. Just when Paul got enough to get in line with the lucky ones (by this time he figured he would take the \$5,000 prize, and doped out what he would buy for Christmas) the whole thing went "busted." In other words, the papers put an end to it. Don't worry, Paul, there are many more in the same boat with you.

Numerous reports have been floating around recently about a certain young lady in the Superintendent's Office, but being

without anything official we are unable to confirm them. Those who want more information should see Miss Cordt, Grand Central Station, or Mr. Anderson, East Chicago.

Judging from the literature and catalogs that Rudy Lindeman is receiving from a well known sporting goods house in Chicago, he must be contemplating entering the Olympic games in the near future. We might also add that a certain young lady employed by the above mentioned firm is only too glad to furnish any information over the 'phone.

Chicago Division

F. N. SHULTZ, *Division Operator*, Garrett, Ind.

ESTHER J. SPREENBERG, *Clerk*, South Chicago
MARGARET GALLOWAY, *Assistant Shop Clerk*, Garrett, Ind.

South Chicago

A Happy and Prosperous New Year to all! John Staszewski, our chief reconsigning clerk, deserves a great deal of credit, and his excellent work should be given special notice under the "Think and Act Drive." Mr. Staszewski, in handling only two cases, saved our Company \$172.96 and \$233.22—or a total of \$406.18—by being on the alert and making investigations when in doubt as to weights, etc., on these two shipments. Keep up the good work, John!

We are glad to have Mary Ryan back with us again, after a long illness.

John Cusick spent several days in Baltimore as a member of the Operating Committee.

Miss Ethel Poole spent Christmas with her folks at Mishawaka, Ind., and reports a very enjoyable time.

Ohio Division

Correspondent, A. E. ERICH, *Secretary to Superintendent*

A Happy New Year to Everybody! Make the year 1922 happy by making it prosperous, both for yourself and the Railroad. Remember, whatever helps the Railroad, helps us. Four large helps: "SAFETY," "BOOST BUSINESS," "SAVE FUEL," "PREVENT CLAIMS."

Our sympathy is extended to Engineer C. C. Ramsey in the death of his grand-daughter.

"Phil" Hixson, fuel clerk, spent a recent holiday at his home, Midland City. Before leaving he packed his grip carefully with "good things," carried it with great care and even kept it on his lap, so that no damage would occur to the contents. Lo and behold! When he arrived at his home, instead of the "good things" he expected, and which he thought made it so heavy, he found a large lump of coal carefully wrapped. Although he is a fuel clerk, we are at a loss to understand why he should carry such large samples of his trade with him.

Extra Operator E. W. Barrett and Miss Annie Townsend, third trick operator, Leesburg, quietly slipped over to Cincinnati during the latter part of November and were married. Mr. Barrett is holding down third trick at Leesburg, while his bride is enjoying a vacation in North Carolina, in company with her sister, Operator Margaret Townsend. May all the messages sent and received by the newlyweds, be happy ones.



Rosedale, Ohio, Chicago Division, looking west



Send No Money

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. Guaranteed to pass inspection on any railroad.

After Trial a Few Cents a Day

The watch comes express prepaid to your home. Examine it first. Only if pleased send \$5.75 as first payment. Wear the watch. If after 10 days you decide to return it we refund deposit immediately. If you buy, send only \$5.75 a month until \$57.50 is paid.

ORDER TODAY Just send us your name and address. No red tape. Just say, "Send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

Our 128-page catalog, No. 4017 shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

J. M. LYON & Co. { Dept. } 1 Maiden Lane
4011 } New York City

Brakeman Donald Ritter requested a leave-of-absence on November 25. Shortly afterward, the news drifted back that he was not only enjoying the leave-of-absence, but also his honeymoon. Congratulations and good wishes!

Second Trick Operator J. B. Simpson, Leesburg, is the proud father of a new operator who arrived at his home recently. Congratulations!

On December 2, as Miss Lillian Flynn, stenographer, Master Mechanic's Office, was coming to work, she slipped on a plank, which had been placed across a puddle of water, fell and broke a small bone in her ankle. We hope for her speedy recovery.

A son was born to Engineer and Mrs. E. O. Brown on December 2. "Brownie" has not decided whether he is to be an engineer or conductor.

Brakeman John Cahill and Mrs. Cahill (formerly Ida Parker, clerk, Freight Office) are all smiles over the birth of a daughter, who has been given the name of Virginia Marie. Congratulations!

The freight office had quite a "home coming" recently, when three of the former freight office clerks brought their "younger generation" to call on Agent Moore (or "Grandpa Moore" as they jokingly called him). At this visit Mr. Moore gave the youngsters their first lesson on how to "BOOST BUSINESS" for the railroad, in anticipation of their future employment in the freight office.

Miss Dorothy Dunlap is again with the freight office employees, this time permanently. Welcome "Dottie!"

Illinois Division

Correspondent, O. P. STANFORD, *Secretary to D. F. A. Flora, Illinois*

Many of us have observed that recent items covering the Illinois Division activities have been a minus quantity. To make the Illinois Division section a success I must depend on employees to furnish news and I sincerely hope they will give me support, thereby helping the Illinois Division keep

up its good reputation. In order to get items published in each issue it is necessary that notes reach me not later than the 5th, so I can have them in Baltimore in time for the following month's issue.

We are indebted to Chief Caller Frank H. Wright for the following: "What is the first thing we look for when we receive the MAGAZINE? We turn the pages to see news from the Illinois Division. For some time we have been sadly disappointed. We run through the pages, division by division, from New York down to Indiana, and do not see that dear, old heading, 'Illinois Division.'" 'Tis a disappointment indeed, and now that Superintendent Stevens has appointed Mr. Stanford as our correspondent, we can give him the items of interest on our division; tell him of the things of benefit to ourselves and to the Railroad which has kept many of us on her pay rolls for these many years. Let's make things interesting and let us not allow a single issue of our MAGAZINE go by during the coming year without our representation."

It is with regret and sorrow that we hear of our division officials being moved from Flora to Shops. We have been associated with these men ever since they came to Flora and have worked with them as operators and dispatchers, and we will certainly miss them. Our loss will be the gain of others, and in assuming their new duties for the coming New Year, we extend to these men our sincere good wishes.

Engineers Cass Weller and W. Wolf were called to Indianapolis last week because of the serious illness of retired Engineer R. E. Weller. Mr. Weller has been in a hospital at that point for some time and at present his condition is serious.

P. E. Olliver, Breese switching crew, was in an auto accident recently. We are unable to give particulars, except that "Pearly" says some one gave a wash-out signal and the chauffeur used the straight air, just like "Jeff" does on a 60 cut of coal cars.

L. E. K. to H. F. S.: I will tell you something if you won't tell anyone.

H. F. S.: Well, I won't. What is it?

L. E. K.: "Hoppe" went to the Shops on No. 2 with the seniority lists.

The Armistice has nothing on the "Moving to the Shops" order. Everyone seems to be "in the air."

H. M. Hogan, the efficient car distributor, in taking a few days of his "alternating vacation," showed the home guards around Omaha that he was just as efficient handling a gun as he was in handling cars.

Relief Agent Irl Hansbrough is telling wonderful bear stories of his big hunt in the wilds of Texas.

Janitor McIntire is reported as being ill. Here's hoping "Mack" pulls through O. K.

Brakeman Nyal Upton's family has been considerably increased of late by the arrival of a 12 pound boy. He is most big enough for a general yardmaster now.

Believing that all work and no play is a sure sign of a one-sided life, various of the clerks have clubbed together—athletically inclined—and purchased a basketball and other necessary material, and are now ringing 'em in at the High School Gym. The gym and the use of all its facilities was secured through the kindness of the Educational Board at a charge to cover only actual expense in the use of light and water. What are we going to do at Shops? Let's keep the good work up.

Toledo Division

Correspondent, EDWARD M. MANNIX

East Dayton, Ohio

The drama of 1922 is upon the world's stage for twelve acts. The curtain arises. It calls to our minds a vision of the future and infuses in us new ideas, new resolutions, new hopes. We see the villain, Procrastination, in the shifting scenes; we view with horror the calamities he is trying to force and it implants in us a determination that Right (the hero) shall triumph. We applaud him with might, as he gradually overtakes the Villain, and as the curtain slowly descends at the last act, we are all at peace. Right has been triumphant and Procrastination buried for all time. May this be the happy termination of the drama of 1922.

We will now see new faces on our various committees of Safety, Welfare, Sanitation, First Aid, etc. As the retiring committees hand over to their successors a record of their stewardship, we are sure we will be able to say to them: "Well done, good and faithful servant."

Russell Cable, pipefitter, on the first shift, is breaking into the poetic class of writers; we soon will see some of his work in our MAGAZINE. Come on, Russell, shoot! We can stand it if you can.

One evening recently it was raining hard when Engine Hostler Earl Shultz came into the office with the exclamation that it was raining "pitchforks" outside. Edward Ryan overheard the remark and replied that it was not half as bad as "hailing street cars." Some weather, I say, some weather.

In the recent community chest drive in our city, the Baltimore and Ohio was much in evidence. Under the leadership of Division Operator I. E. Clayton, the Railroad held its own and helped to put the drive across, successfully. Where'er you look, where'er you go, you'll never beat the B. & O.

Mr. Clayton used the words of the illustrious Lincoln, "With malice towards none and charity towards all," precepts of President Daniel Willard in his ideal that we successfully carried out in making ours "A Neighborly Railroad."

Machinist John O'Neil, on the first shift, is getting a little serious, I think, on that matrimonial stuff. He recently sent his

fair one a lovely bunch of cut flowers. When he called that evening to see her, he asked if the flowers had arrived. She replied, "Oh, yes, Dear, and so fresh and lovely; there was a little dew on them still." He replied, "Oh, never mind, I'll settle that on pay day."

Cecil Lentz, machinist apprentice in our shop, recently purchased a lovely manicure set, which I think he is going to slip to some young lady in the neighborhood. Now don't blush, Cecil, I saw you with her, and you can't put anything over on me. You can get out of your time as machinist apprentice, but, the other stuff for life—yes, for life.

The writer is much pleased to see the slogan "Best and Only" coming into prominence, but I am now adopting one which can be used on all railroads, in all factories, on the street corners, and wherever people work or travel; "BE CAREFUL TODAY—LOOK BOTH WAYS."

"If you follow this, it will follow you, Through Nineteen Hundred and Twenty-Two."

Division Accountant's Office, Dayton, Ohio

Assistant Correspondent, G. M. McBRIDE

The latest thing in dancing is the "Auto glide." Anyone desiring to become accomplished in this line should see Miss Sara McKenna, Division Accounting Office. Miss McKenna recently gave a public demonstration at the corner of Third and Main Streets, Dayton, Ohio. From all indications it is strenuous exercise.

NOTICE—There has recently been organized at the freight house in Dayton a basketball team, known as "The Ramblers," with L. D. Kinzig as manager. Since there are quite a few from the Division Accounting Office, we are expecting a lively season. Root for us. Follow the games. "Rah! Rah! BEANO!"

"The Ramblers" won their first game by a score of 18 to 16. The only defeat they met was physical defeat as no one was able to get balls in the basket except Harker and Stoecklin who, owing to their enormous size, blocked traffic and nobody else had a show. Nevertheless, they carried off the honors.

"Eddie" Hartman has just returned from a pleasant vacation at his home at Aberdeen, Ohio, where he says the rabbits just sit and wait for you to shoot them. We are now "R-eddie" to go to work again.

Some folks say a "boil" is a scream, Others think it only a dream, But if experience teaches a man, We are absolutely sure McKenna can Describe it truthfully.

Griddle Cakes

Says Harker to his wife one day, "You ought to make griddle cakes *this* way." Says she to him, with lots of vim, "See here, good man, your vision's dim."



SUPPLY TRAIN, TOLEDO DIVISION

This train is operated from the Lima Storehouse; it makes a monthly visit to all points on the division, covering 320 miles in 5 days. In this time it serves 94 sections, 80 agents and operators, besides towermen, inspectors and others. The approximate monthly disbursements are \$10,000. From 4 to 6 cars of scrap are picked up under normal conditions, besides old tools and other items in need of repairs.

I've baked fine griddle cakes all my life, And besides all that I'm a good housewife, No more shall you darken this kitchen door, Or bake griddle cakes—or mop up the floor."

Now Harker goes home and lives at his ease, Determined at last his good wife to please. No more do they argue 'bout griddle cakes Although of defeat he never relates.

BORN: to Mr. and Mrs. Edmund Velten a baby boy. Congratulations!

Lima, Ohio

Assistant Correspondent, RAY GARRIGUS

Let's greet the new year with a smile, And forget the fading past.

Let's make the bright new year worth while, And make that last mistake—the last.

New Year Resolutions—Lima Shops

1—My freight and engine yards are clean and in first class condition. They are going to stay that way.

2—My storeroom is the best kept on the System. It is going to continue so.

3—My car repair and inspection forces are loyal to the Best and Only. They will always be.

4—My locomotive repair and inspection forces are keeping my power in the best of condition. And we're going to keep on doing it.

5—My output record is going to cause envy over the entire System. And why not?

6—My name is going to be at the top of the Safety Honor Roll the first month. And it's going to stay there.

Resolutions of Respect

LIMA, OHIO, December 1, 1921.

Whereas: On November 1, 1921, the Almighty Ruler of the Universe saw fit to call Brother Marco McCaulley from his home here on earth and from Lodge No. 365 Brotherhood of Railway Carmen of America, to the everlasting Home above; therefore be it resolved,

First: That Lima Lodge No. 365 fully realizes the loss it has sustained by the death of our devoted brother.

Second: That the Charter of this Lodge be draped in mourning for a period of thirty days.

Third: That we extend to the family of our beloved brother our heartfelt sympathy for the loss of their father and husband.

Fourth: That a copy of these proceedings be offered for publication in the Baltimore and Ohio MAGAZINE and a copy sent to the family, also a copy be spread on the minutes of this Lodge.

Signed: Wm. Van Horn, Christian Voltz, Patrick Finn, Committee on Resolutions.

T. Newland, switchman, is riding around town in a Ford sedan.

For Sale: Hunters equipment. Gun, tent, knives, etc. Apply R. T. Ireland, car Department. Such is life.

Brakeman Harry Turner was married on November 30. Mr. and Mrs. Turner are spending their honeymoon in Washington, D. C.

A North Lima clerk named Cusick,

Bought a car but doesn't use it. The upkeep they say, takes all of his pay, So he's saving now for his wedding day.

Patrick Finn, car inspector, was standing on a corner when he picked up a dime and placed it in his pocket. Looking down, he saw another dime and pocketed that. "Pat" was picking up the fifth coin when he found that he had a hole in his pocket and had been feeding the same dime through it.

Miss Esther Roberts, local trainmaster's office, visited relatives in Bloomington, Illinois, during Thanksgiving week.

Andy Stratton, yard conductor, can go fishing now. Mr. Stratton is spending his change buying repair parts for a Ford.

Rumor has it that Miss Jane Tabler of the storekeeper's office forces is to be married to Dr. J. Smith, a prominent physician of Philadelphia, Pa. A secret seems to be the only thing that won't keep around the storeroom.

The following is extract from report of a fire in the coach shop, made by Passenger Car Foreman Chew to General Foreman O'Brien. The fire was caused by an acetylene tank catching afire after the rubber hose had burned up to the tank.

"There was no damage, due to the prompt and very efficient work of the fire brigade. The risk taken to extinguish this blaze was considerable and the brigade should be especially commended."

Switchman and Mrs. J. Woods announce the arrival of an eight pound baby boy. Congratulations!

Otto Koch, car builder, was left at home to wash the dishes while his wife went to the movies. "I didn't have much luck," he reports. "I think it was because I put buckwheat flour in the water by mistake for washing powder."

Sidney, Ohio

The accompanying picture is of some of the wide-awake employees of the Toledo Division. Left to right, Henry Blue, crossing watchman, North Street Crossing, Sidney, Ohio; Edward Ledger, supervisor, Dayton, Ohio; Herman West, foreman, Section No. 8, Sidney, Ohio; H. M. Dryden, supervisor of signals, Toledo Division, Dayton, Ohio; John Eiler, section foreman, Section No. 7, Sidney, Ohio. These employees have the Company's interests at heart, as well as the duty of safe-guarding the lives of the traveling public, Mr. Blue having been employed by the old C. H. & D. and Baltimore and Ohio for 35 years. He has charge of our North Street Crossing, one of the busiest streets in Sidney and has never had an accident on this crossing because of always being on the job. Mr. Ledger, our supervisor, who has been employed on the Toledo Division for 37 years, is known to be on the job all the time, and one only has to ride over his territory once to be convinced that the Company has none better and few as good. Mr. West has the distinction of being one of the youngest section foremen on the Railroad, being only 26. But his age does not keep him from keeping his section in the very best of condition. Mr. Dryden, supervisor of signals, Toledo Division, having been on this division for the last 5 years, has built up an organization of signal maintainers who are not to be excelled on any division. Mr. Eiler, known as "Old Honesty" and never known to lay off, has been on this division for the past 35 years. One trip over his section will convince you that his untiring efforts maintain one of the finest sections to be found on the division.

Mr. Ledger and Mr. Dryden are to be commended on building up such an organization of efficient and loyal employees.



Men who are on the job on the Toledo Division

K. & I. T. R. R.

Correspondent, J. L. SIGMON,

Industrial Agent, Louisville, Ky.

On the evening of November 17, the Safety Department showed us "Bulletin 70." It was both interesting and instructive.

The K. & I. T. R. R. Co. orchestra played several selections while the audience gathered. Arthur D. Dans, motion picture operator, then entertained for about twenty minutes with clever sleight-of-hand tricks, which were greatly enjoyed. While Mr. Gans was arranging his picture machine, W. S. Campbell, manager and chief engineer, made a short talk, introducing W. L. Allison, Safety agent, Chillicothe, Ohio, who explained the origin and purpose of the picture, "Bulletin 70."

Mr. Gans then showed the picture, which was the best of its kind ever shown in Louisville. Afterwards, dancing was enjoyed until midnight.

There were about 500 persons present, including employees of the Baltimore and Ohio, the Southern R'y, Pennsylvania System, K. & I. T. R. R. and other roads of Louisville, together with their families and friends.

The attendance was somewhat below what was expected, because of the inclement weather, it having rained for two days continuously, and there were other attractions in the city which we did not know about when the date was set for showing this picture.

We hope to be able to have Mr. Gans return at some future date, when we will secure a larger hall and have it advertised more extensively in order to have a much larger attendance.

Epigrams of W. C. Bowhay

Special Agent, Freight Claim Department

The chicken age lasts so long nowadays that the wandering boy is often in better company than his ma.

Most men tell the same lie to so many different girls that when they actually love one they have to tell her the same old stuff.

How about it pal? Do you work for the Baltimore and Ohio, or are you just on its payroll?

It doesn't require the services of a chemist to discover wood alcohol in booze. All you need to do is drink it and if you go blind it's wood alcohol.

When his sweetheart acts nutty he thinks it cute, but if his sister pulls it he bawls her out.

A buzzard will eat some pretty dirty stuff, but you never caught him chewing tobacco.

According to some reformers, if the Lord intended that a man should smoke we would have been born with chimneys on our heads.

If we did not have a wedding and a funeral now and then some men would not know how the inside of a church looked.

When he calls his sweetheart "Dear" he forgets some of the meanings of the word, such as "costly," "expensive," and "high-priced."

Agents! Here Are Some Practical Suggestions Which Will Help Your Work with Shippers

THROUGH the courtesy of Freight Agent John Draper in Chicago, Superintendent Hooper of the Chicago Division sent us a copy of "Suggestions to the Shipping Public," prepared by the Local Freight Agents' Association of Chicago. These have been used successfully by the Chicago agents and will be helpful wherever put into effect. They follow:

Transportation companies throughout the country are experiencing a great deal of difficulty in handling L. C. L. freight, due to illegible and incomplete shipping orders, and disregard of rules governing marking of packages. The Local Freight Agents' Association of Chicago has given this matter considerable study and presents a few suggestions, that, if followed, will lessen, if not eliminate, the difficulties experienced.

(1) Make the shipping order first or original writing. The carbon copies are frequently illegible. Many shippers use shipping orders with practically all articles shipped printed thereon. Only a few articles printed are actually shipped to a single consignee. The parts of bills of lading are not perfectly matched, and carbon copies are therefore incorrect both as to the number and character of articles shipped. We, therefore, recommend that this form of preparing bills of lading be abolished. Rate Clerks and billing clerks do not see the freight and the shipping order should be very plain both as to commodities and number of packages shipped, and consignee and destination; otherwise errors in rating and billing are made, causing overcharges and undercharges and improper description of freight, making identification of shipments at destination difficult and frequently impossible.

(2) Use classification terms in describing shipments. This will insure correct rating and checking of freight. Every shipping department should be in possession of classification covering the territory served.

(3) Do not use trade names in describing shipments. This is an improper practice and is confusing to rate and billing clerks.

(4) Use typewriter, if possible, in preparing shipping instructions. If this is impracticable, write plainly and use good carbon paper.

(5) Be sure that the number of articles is plainly stated. Careless or illegible handwriting on shipping orders makes it possible for many errors, causing delays and dissatisfaction. A little time expended here will save much time later on.

(6) Show street address of consignee if in your possession. This will insure prompt notice being sent at destination, and correct delivery.

(7) Where there are two places of the same name in a state, the county should be shown on shipping bill and on package.

(8) When consignee is located at an inland town, always show on both bill of lading

and packages, the railroad station at which delivery is to be effected.

(9) Do not abbreviate commodities. B. Powder may be baking powder or black powder. E. Ware may be enamelware or earthenware, etc.

(10) See that your shipping orders are properly signed. Signatures on typewriter and initials of firm's representative are not sufficient.

(11) When consigned "TO ORDER," shipment must be so marked, and further marked with an identifying symbol or number, which must be shown on shipping order and bill of lading. This is a classification requirement.

(12) In marking packages it is desirable that the shipper's name be shown with the word "From" in front of it.

Trainrider Goshorn Another Brave Member of our Police Department

ON October 27, Trainrider R. H. Goshorn was assigned to ride train 87-engines 2370 and 2275, in charge of Conductor Hickey to apprehend car thieves who had been riding our merchandise trains. He was about the fourth car from engine on the train, when, near Claysville, Pa., he noticed two lights on top of cars toward rear end and started to work his way toward them. When he came to a gondola car loaded with ties, he saw a party in the car and asked "Is that you, Pugh?" When the party remarked, "It's all right, come on down," he got down into the car and flashed a light in the man's face. Then he discovered it was not Pugh, who is one of our patrolmen assigned to ride this train. The man uttered an oath and shot Goshorn in the body and again in the leg. Goshorn grappled with him, grabbed his gun and held his hand over the other man's finger, which was on the trigger, at which time two or three shots were fired. Goshorn got the gun from the man and in the scuffle threw him over the side of the car. He then started to work his way back over the train, when he was met by our officer who heard the shots. This occurred about 12.30 a. m., October 28.

As soon as Conductor Hickey learned what had occurred he had train stopped, and Goshorn was moved to the caboose, where he remained until arrival at Wheeling, at 1.09 a. m.

The revolver which Goshorn took from

the man who shot him was a 32 calibre Colt automatic, No. 390776, which, we developed, had been stolen from Claysville Station on night of September 30, when one revolver, one 22 Winchester repeating rifle, about 20 caps and hats and other articles had been stolen. On October 31 our officer recovered the 22 Winchester repeating rifle from a party residing at Vienna, Pa. From him he also learned that the gun had been secured from Luther W. Douglas, white, age 20, residence Mordick St., Cannosburg, Pa., and Thos. E. Otey, white, age 20, residence, Montgomery, W. Va., who had been boarding with a family in Vienna for two or three months and up until two days after the shooting. Douglas and Otey were both arrested and a large quantity of the stolen merchandise recovered.

After these two men were arrested they were taken to the Ohio Valley Hospital at Wheeling where Goshorn identified Douglas as the man who had shot him. Douglas admitted that he had done the shooting and that the gun with which he had done it was stolen by him from the Claysville Station. He stated that at the time he shot Goshorn he was alone.

Ten Strong Planks in a Safety Platform

By H. Allison
Cumberland, Md.

Health enough to make work a pleasure.
Wealth enough to support our needs.

Strength enough to battle with difficulties and overcome them.

Grace enough to confess our sins and forsake them.

Patience enough to toil until some good is accomplished.

Power and courage enough to win the Victory of Safety First as easily as we won the Victory of War.

Never so much in a hurry as to reach the pace that kills.

Concentration on what we are doing now.

Composure, mental and physical, to carry us without worry to each bridge that we must cross.

Complete control of our faculties, the reserve necessary for our own safety and carrying with it the best example of Safety First.

Engineer Shewbridge and Fireman Watkins Commended for Care Given Their Engine



The picture shows engine 4415, in service on the Cumberland Division and regularly assigned to Engineer J. A. Shewbridge and Fireman E. A. Watkins, who have been in the service 18 and 9 years respectively. This engine has made 25,000 miles to date and is kept so clean and is groomed so carefully by the crew that it is still in exceptionally good condition.

"Safety-Valve Steve" Says:

Tim, my fireman, can't wear his jumper when he's firing—but when the run's over he slips on a slick jumper—and gives the crowds the once over.

Yes—Tim is careful that all Overalls and Jumpers he buys are made out of Stifel's Indigo Cloth. I switched him in right—twelve years ago when I says—"Tim—always look for this boot-shaped trade mark in your Work Clothes."



All the big Overall and Work Clothes manufacturers use Stifel's Indigo Cloth because it wears best. Well—we're pulling out now. See you later.

*Garments sold by Dealers Everywhere
—We are Makers of the Cloth only.*

J. L. STIFEL & SONS

Indigo Dyers and Printers

Wheeling, W. Va.

New York

Baltimore

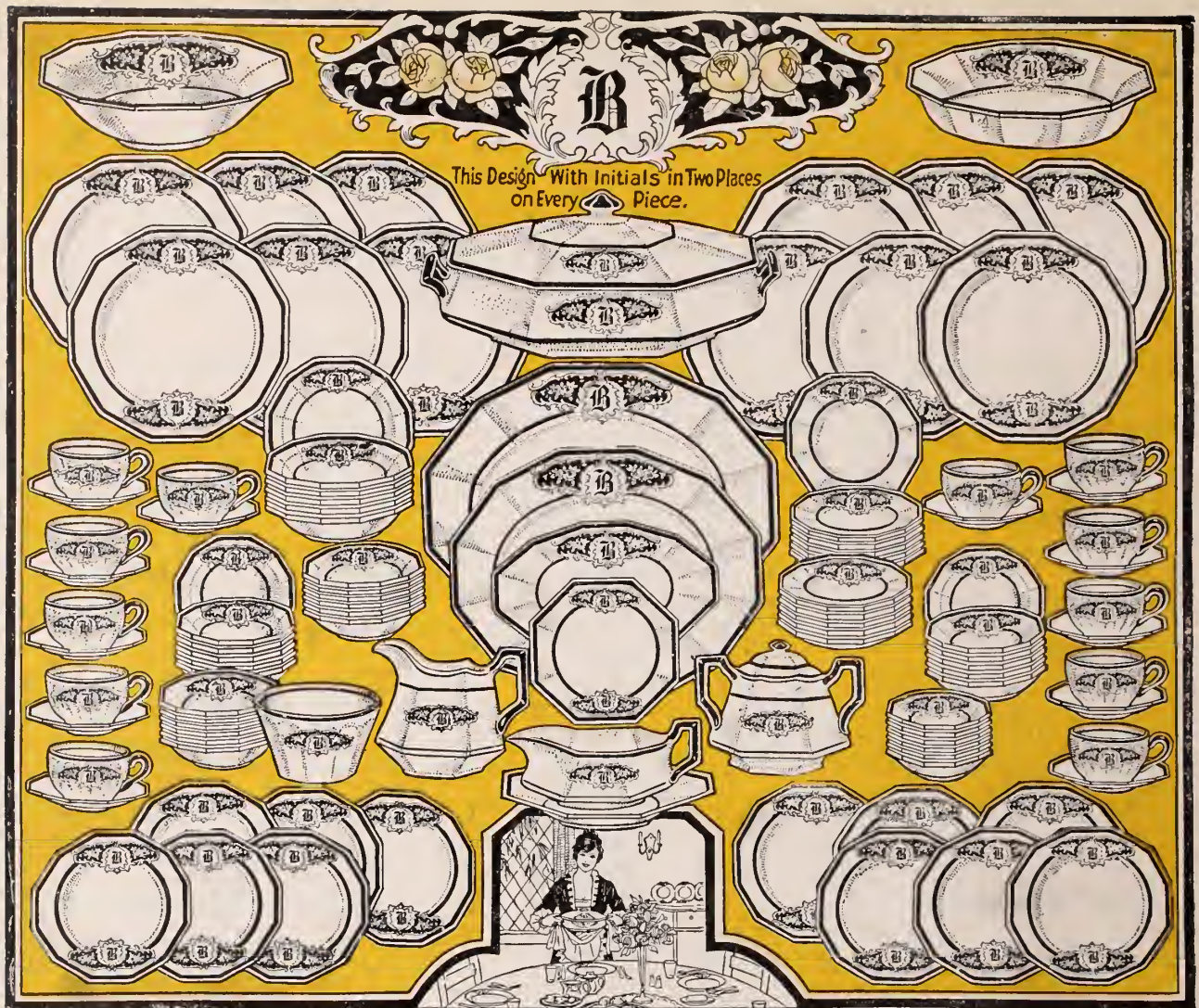


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Standard for over 75 years



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 12 Dinner Plates, 9 inches
 12 Breakfast Plates, 7 inches

12 Soup Plates, 7 1/2 inches
 12 Cups
 12 Saucers
 12 Cereal Dishes, 6 inches
 12 Fruit Dishes—6 1/2 inches

12 Individual Bread and Butter Plates, 6 1/2 inches
 1 Platter, 13 1/2 inches
 1 Platter, 11 1/2 inches
 1 Celery Dish, 8 1/2 inches

1 Sauce Boat Tray, 7 1/2 inches
 1 Butter Plate, 6 inches
 1 Vegetable Dish, 10 1/2 inches with lid (2 pieces)
 1 Deep Bowl, 8 1/2 inches

1 Oval Baker, 9 inches
 1 Small Deep Bowl, 5 inches
 1 Gravy Boat, 7 1/2 inches
 1 Creamer
 1 Sugar Bowl with cover (2 pieces)

1 Brings this 110-Piece Gold Decorated Martha Washington Dinner Set

Send only \$1 and we ship the full set—110 pieces in all. Use it 30 days. Then if you are not so delighted that you would not part with these superb, gold decorated dishes, return them and we will refund your \$1 and pay transportation charges both ways. If you keep them, take nearly a year to pay on easy terms.

Your Initial in 2 Places on Every Piece—5-Color Floral Decorations and Gold

Wonderful artistic effect is given not only by the new and attractive shape of every dish, but by the wreath and the rich design surrounding the initial. Your initial with these superb decorations of scrolls, leaves and roses in natural colors, put on by special fired process, appears in 2 places on every piece. As handsome as enameling you see on fine jewelry.

All Handles Covered with Gold

Every handle is covered with polished gold. The ware itself is beautiful, lustrous, snowy white. No other pattern to equal the famous "Martha Washington." Elegant, refined, artistic, and yours now at a bargain price. Shipped on 30 days' free trial direct from our Chicago warehouse. Shipping weight about 90 lbs. You must not miss this opportunity. Mail the coupon today.

Important!

Hartman guarantees that every piece in this set is absolutely first quality—no seconds. This is a standard "open" pattern. Replacement pieces may be had of us for 8 years. Each piece wrapped in tissue paper. Excellent packing to prevent breakage. Shipped at once. No delay.

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"Let Hartman Feather Your Nest"

HARTMAN Furniture & Carpet Co.
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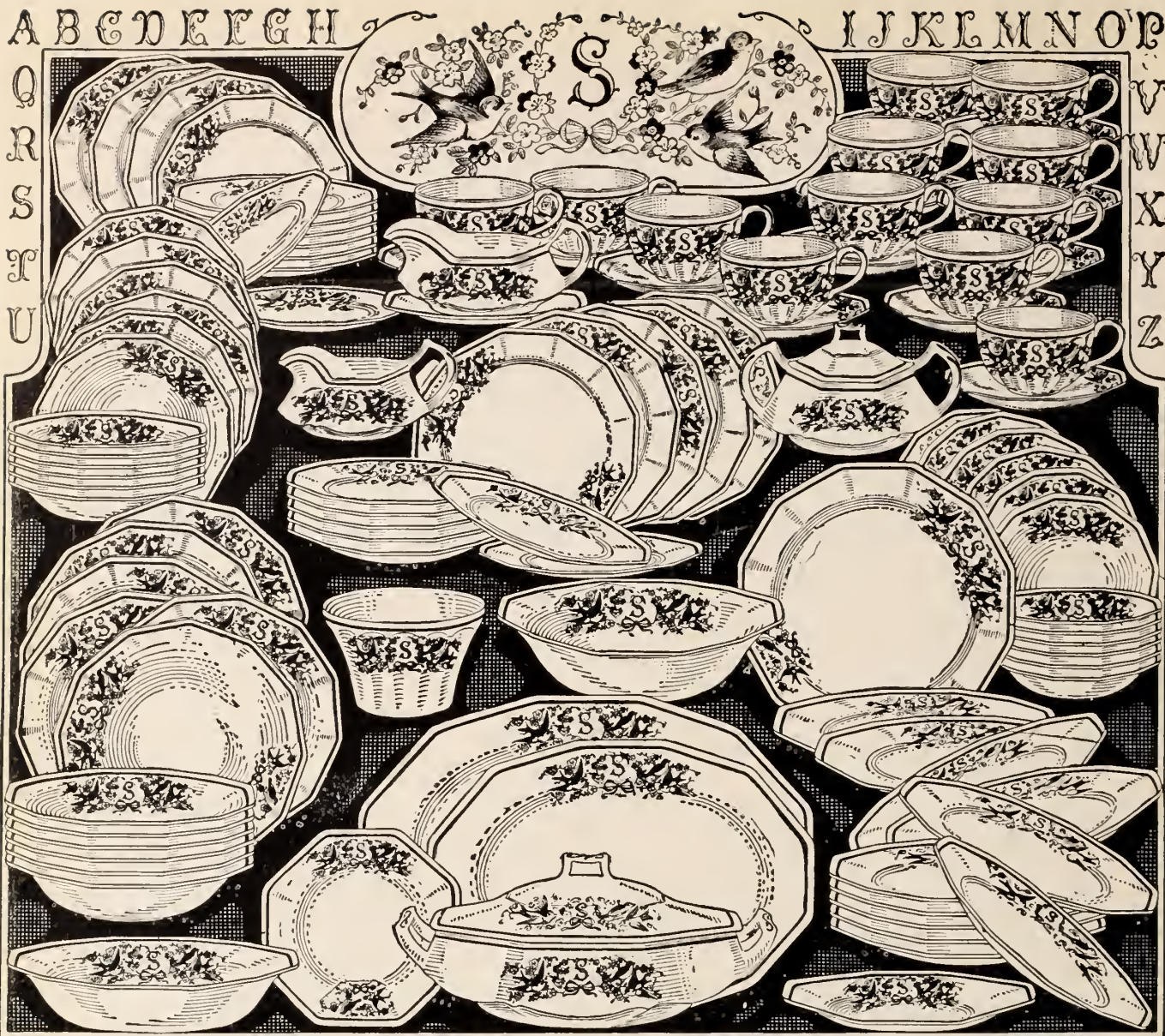
Baltimore and Ohio Magazine



February

President Lincoln arriving in the old Baltimore and Ohio station in Washington, D. C., on the morning of February 23, 1861, preceding his first inauguration. Painted by H. D. Stitt

1922



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| 12 breakfast plates, 7 in. | 1 covered vegetable dish, (2 pieces). |
| 12 coupe soups, 7½ in. | 1 oval open vegetable dish, 8½ in. |
| 12 fruit saucers, 6½ in. | 1 round vegetable dish, 8½ in. |
| 12 cups. | 1 bowl, 1 pint. |
| 12 saucers. | 1 sugar bowl and cover, 2 pieces. |
| 12 oatmeal dishes, 6 in. | 1 cream pitcher. |
| 12 bread and butter plates, 6 in. | 1 pickle dish. |
| 1 platter, 11½ in. | 1 butter dish, 7½ in. |
| 1 platter, 13½ in. | |
| 1 gravy boat. | |

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READ

These Letters From PHILIPSBORN'S Customers!!

We Never Publish a Letter Without a Customer's Permission

"Will Tell My Friends!"

The dress arrived here Tuesday and I am very much pleased with it and will tell my friends about it. It just fits dandy.

MRS. W. J. FIELDS,
 (Gen Del.) Harrisburg, Pa.

"Can Not Thank You Enough!"

I received my wonderful suit. I am very much pleased and can not thank you enough. I never in all my life saw such a beautiful suit for such a reasonable price. Many thanks to you. MRS. CHARLIE BROWN, Climax, Ga.

"My Shoes Are Dandies!"

Just received my shoes and wish to express my pleasure and gratitude to you for them. They are dandies and I certainly am fond to show them to my friends and say "I got them from Philipborn's." And I also want to thank you for your promptness in sending. I am strong for Philipborn's. Gratefully yours, JOHN G. OBERMAN, 715 East 4th St. Wellington, Kan.

"I Am Proud of My Skirt!"

Received the waist and skirt. They are very pretty indeed.

I am so proud of my skirt, it fits perfectly and is of such fine material. MRS. BERT EDWARDS, Breckenridge, Mo.

"Ten Times Better Than I Expected!"

The coat arrived some time ago and I was delighted with it. It was ten times better than I expected. Your firm will get my orders in the future. ANSEL BROWN, Harmony, Me.

"Amazed at Low Prices!"

I wish to thank you for your prompt service in sending my order so quickly. I was well pleased with the silk materials and was also amazed at your low prices.

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"Better Than Advertised!"

Your goods are better than advertised in catalog. Found a great saving on every piece and styles advanced.

MISS ESTELLE BUCZAK,
 54 Pooley Pl. Buffalo, N. Y.

"Proud of Her Sweater!"

Received the sweater you sent and am perfectly satisfied with it. It is just what I ordered. Will show it to all my friends and will recommend your house for courtesy and fair dealings. JEANETTE KRUALBY, Bluffton, Iowa

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A song of our own Shenandoah Valley, written by Baltimore and Ohio employes for Baltimore and Ohio folks. Music by Leo Friedman, author of "Meet Me Tonight in Dreamland," "Let Me Call You Sweetheart," and others. Send in your order now for sheet music, rolls and records. Sheet music (with words) 25 cents per copy, postpaid.

Address:

Billy Shelton, 3024 E. 77th St., Cleveland, Ohio.

More Below

Countrywoman (her first glimpse of the sea)—"Ain't it astonishin'. Willium? Who'd 've thought there could be so much water as that?"

William—"Yes, an', remember, Maria, ye only see what's on top."

—Pacific Semaphore.

Relativity

The talk had turned on the subject of the arrival in England of Prof. Einstein.

"What's all this 'ere talk he's started about relativity?" said an old man.

"It's a new complaint of some kind. I'm thinkin'," answered his companion.

"Not so very new, neither," said a listener. "I've suffered from it, I reckon, ever since me mother-in-law has been me mother-in-law."—Canadian Churchman.

Ambition

An ambitious young man went to a university professor and said: "Sir, I desire a course of training which will fit me to become the superintendent of a great railway system. How much will such a course cost, and how long will it take?"

"Young man," replied the professor, "such a course would cost you \$20,000 and require twenty years of your time. But on the other hand by spending \$300 of your money and three months of your time you may be elected to Congress. Once there you will feel yourself competent to direct not one, but all the great railroad systems of our country."—New York Evening Post.

"What was the last card Oi dealt ye, Moike?"

"A spade."

"Oi knew it! Oi saw ye spit on yer hands before ye picked it up."—Exchange.

Bill—I hear that Mrs. Newlywed worships her husband.

Jim—Yes, she places burnt offerings before him three times a day.

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One "Rescue" Sufficient

Senator Borah was talking about a lobbyist.

"The fellow," he said, "is as resourceful and persevering as the Atlantic City girl who wanted a husband."

"That girl out there," an old lady said excitedly to a young man, pointing with her parasol out to sea—"that girl out there is drowning. Why don't you swim out and rescue her?"

"The young man addressed gave an embarrassed cough."

"Well, you see, ma'am," he said, "it would hardly be good form. I rescued her yesterday."—Detroit Free Press.

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Sudden Change of Mind


I never saw the equal of those Jagsbys next door," said Mr. Bibbles. "They are always wanting to borrow something. I honestly believe we've lent them everything in the house except the piano and our twin beds."

"I'm sorry you are so wrought up," said Mrs. Bibbles. "Mr. Jagsby has just sent over to know if"

"Don't say it! Don't say it!"

"If you have a few empty bottles you could spare, pint or quart size."

"Out of the way woman! I'll take them over myself."—Birmingham Age-Herald.



Baltimore and Ohio Magazine

Volume 9
Baltimore, February, 1922
Number 10

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

THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is over 40,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.

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A Baltimore & Ohio Breakfast

Just before Christmas, 1921, "Ernie" Baugh, superintendent of Dining Cars, received the following letter from the author of "Off Again, On Again, Gone Again—Finnegan"—

Dear Ernie:

—Tother day I took a trip.
Upon a car they pay you to equip--
Excuse me if I seem a little flip!

I had an appetite that made me fear
My roll might vaporate--train meals are dear.
A hearty feed might set me back a year.

Then came your all-surprising demi-tasse,
A feature they must go some to surpass--
Believe ME, Ernie boy, that stunt is class.

That little kindly gift obtains the goat
Of every a la Carte or table d' hote
Consumer that comes in-- a friendly note!

Upon your card I read of powdered pig
Sausage, you call it? I don't care a fig.
"Of course," I said, "the service won't be big."

Likewise of buckwheat cakes I saw a sign,
And muttered to myself: "That lists fine--
Some sausage and some buckwheat cakes for mine."

Ernie, mere language fails me, at this point.
With oil of joy your bean would I anoint--
Gosh, but I'm glad I hit your fodder joint!

The sausage--I discerned and was surprised--
Was made from pork, not bovines pulverized;
Also the service was not undersized.

But when I tried those cakes--say, boy, come here!
A French salute in front of either ear
Would not for their intrinsic worth be dear.

The kind that, in our dreams, our Mother makes;
The kind that you'd do murder for their sakes--
I could write HYMNS about those buckwheat cakes.

(signed)

Strickland Gillilan

Merry Christmas.



What May the Public Expect as to Railroad Rates?

A Statement by President Willard before the Interstate Commerce Commission

In a statement made on January 11 and 12 before the Interstate Commerce Commission, Daniel Willard, president of the Baltimore & Ohio R. R. Co., summarized the position of the carriers with respect to existing and future rates, and said in part:

WHAT may the public expect? Must it continue to pay existing rates and fares? Is no relief to be expected? To assume that such is the case would be an error. In the past the American railroads have afforded the cheapest transportation service in the world. They will do so again. They are in fact doing so at this very minute, when considered as a whole and when measured in terms of relative and not absolute value. The rate per ton mile declined steadily for 27 years, reaching the lowest point in 1917, or nearly two years after the general upward trend in prices had started as a result of the world war. The railroads, however, felt the burden of the increased cost of living in common with all others, even though their charges were not increased as rapidly or as greatly as were commodity prices generally.

Rates Not Relatively High

High as railroad charges are, they are not higher relatively than other prices are or were, and it is important to remember that railroad charges or prices were the very last to go up, and in the nature of things cannot be the first to come down. They can and will participate in the downward movement of all other prices.

I suppose the real question now is this—are railroad rates declining as rapidly as the public has fairly a right to expect? Are the railroad managers doing all that can be fairly expected of them to reduce the cost of transportation?

To the first half of my question—"Are railroad rates declining as rapidly as the public has a right to expect?"—my answer is Yes. In my opinion to accelerate the downward movement artificially at this time would injure the roads and would not benefit the public. Railroad rates are now and always have been subject to certain fundamental economic laws against which they cannot prevail and the mere operation of such laws and influences will tend constantly to bring about lower rates just as has been the case not only during the last year but during all the years of railroad operation.

Are Managements Doing All the Public Could Expect?

Whether railroad managers are doing all that the public as well as their stockholders have a right to expect, is of course open to discussion, and honest, fair-minded men may conceivably hold different views concerning this very important question. Personally I believe that the railroad managers as a whole are doing all that a fair-minded public has a right to expect, and this is not to say that they can not and will not do still more.

We frequently hear the railroads criticised because of their alleged wasteful practices. While I have no desire to minimize the importance of the particular things to which my attention is sometimes called, I do say that the reduction of rates which the public expects and which I believe it will in due time receive, will not be accomplished by the mere cutting down of the number of lead pencils used, by a reduction in the number of supervisors, by a more careful handling of ice about stations, etc., etc.

The real big economies which must be availed of to bring about lower rates, are of such character as to require large expenditures of new capital and of course such economies

cannot be looked for under existing conditions by the railroads as a whole.

What Should Be the Rate of Return?

In question 13, the Commission asks "What should be the rate of return after March 1st, 1922?"

The Congress after a most searching inquiry decided that 5½ per cent. should be the minimum return as conditions were at the time of passage of the Transportation Act, with an additional one-half per cent. in the discretion of the Commission. Many believed that the rate fixed by the Congress was too low. I thought so then and I think so now.

While there has been some slight change in the financial situation since the Transportation Act was passed, nothing has happened which in my opinion would justify reducing the rate of return, providing of course, it is still desired that the carriers shall endeavor to keep facilities sufficient to furnish the public with adequate transportation at reasonable rates. It is my judgment, therefore, that not less than six per cent. would, under conditions now existing, constitute a fair return, to be effective from and after March 1, 1922.

Mr. Willard's Conclusions

1. During Federal control brought about by the war, railroad operating costs, in common with all other costs, mounted rapidly but without corresponding advances in rates, and during the same period the fixed charges of the carriers were also increased by additions and betterments made at high costs, and largely (particularly in the Eastern District) to meet war emergencies. Because of war and other conditions the properties were not fully maintained, and were returned to their owners in less effective condition than when taken over.

2. Congress responsive to the expressed desire of the people, provided for the termination of Federal control and for the future operation of the railroads under the terms of the Transportation Act.

3. This Commission, responsive to the terms of the Act, proceeded immediately to authorize and order such increases in rates, fares and charges as it believed would carry out the purpose of the Act.

4. Even before the inauguration of the higher rates and charges, the industrial and economic readjustments which were world-wide and which were a natural and inevitable sequence of the war, had begun, and some months later were reflected in this country in a sharp and sustained decline in business.

5. The carriers, subject as they are to regulation by the Governmental agencies of the States and Nation, were not able to promptly reduce their expenditures in keeping with their declining revenues, and

6. This in turn served to shrink the net earnings of the carriers so seri-

ously that they were compelled, in order to maintain their financial integrity, to resort to forced economies in all directions, which in turn meant fewer men employed and less material used and purchased.

7. This enforced policy on the part of the railroads contributed in measurable degree towards accentuating the business depression.

8. The carriers, unable to provide from earnings in the past, reserves such as contemplated in the Transportation Act, are not now in position to make a general rate reduction in anticipation of possible lower operating costs to follow.

9. For the reasons enumerated, I do not think the best interest of the public would be promoted at this time by action of any kind which would tend to immediately reduce the revenue of the carriers.

10. Rates will eventually come down, but to unduly hasten the movement would in my opinion be unwise and would not tend to promote the larger public interest.

our engine supply houses in which we keep utensils—torches, shovels, fire hooks, wrenches, etc., for our engines and cars.

Several months ago General Manager Scheer and several of his staff officers were visiting points on the Railroad. They came to a certain place (no, we aren't mentioning names) and the front yard looked fine and so did the guest parlors. But, when they came to the kitchen—the engine supply house—conditions were such that a hurried and important council was immediately called, the result of which was an order directing the authorities at that place to put a sign up over the door reading: "This is the Dirtiest Supply House on the Eastern Lines." And, lo! the names of the master mechanic and assistant master mechanic were printed underneath the words and lent due authority to them.

Hardly a day went by before Baltimore began to be bombarded with letters and telegrams, saying that the conditions had been greatly improved and urging that permission be given to take down the sign. And permission was, of course, given to this end, as soon as conditions warranted.

While on the same trip, the general manager was pleasantly surprised to find at Connellsville a supply house which merits the sign now nailed over its door and which can be seen in the accompanying photograph. So model a Railroad kitchen is this place that a little pamphlet of blue print sheets and photographs has been gotten out about it. A few paragraphs quoted from the book, read as follows:

Is Your Divisional Kitchen as Clean as Your Guest Parlor?

IF the employes of the Baltimore and Ohio do not by this time know that one of the things uppermost in the minds of our officers, is a clean Railroad, it is not because the battle cry against dirt has not been sounded out along the line from Baltimore, nor echoed in the pages of our MAGAZINE.

Last year we had a great clean-up campaign all over the Railroad. The net result was not only a Railroad cleaner than it has ever been within the memory of the oldest Veteran, but also the picking up of material on the property, its sorting, reclamation or sale, and a consequent sum running into six figures and placed on the credit side of our ledger.

Continuing the simile used in the caption of this article, we may say that the front yard of the Railroad, its right-of-way and approaches, was then clean; and since this was to be a continuing campaign for cleanliness, that it is still clean. From the number and tenor of the letters which we get concerning the condition of our day coaches and our equipment in general, we also know that our guest rooms, that is the cars on which we try to make comfortable the patrons of the Railroad, are also clean.

But who of us ever thinks of a

house being in complete order unless we have a vision of the kitchen, with stove polished, floor scrubbed, pans scoured, windows cleaned, etc! Well, some of us *did* forget about our kitchens, if not those in our homes, at least about the ones on the Railroad, and in this particular case we are referring to the Railroad kitchens—

Cost for Signal Flags, Baltimore and Ohio System, 1920

Color	No. Dozen Issued	Average Cost per Dozen	Average Cost per Flag	Total Cos
Green.. .. .	2790	\$.997	8.3 cts.	\$ 2781.63
White	4516	1.01	8.5 cts.	4561.16
Red.. .. .	2693	1.575	13.1 cts.	4241.48

Total..... \$11584.27

During a period of four months, Supply Room Attendant Joseph H. Fleckenstein, Connellsville, Pa., washed and reclaimed 668 red, 1019 white and 944 green flags, a total of 2631, including 200 red flags which it was necessary to dye. This meant a saving of \$251.47 to the Baltimore and Ohio, the flags having been reissued to train and enginemen and having served the same purpose as new flags.

Locomotive supplies and their care is an item of expense that is not always given the thought and attention that its importance justifies. In designing and installing the Connellsville Plant, the aim was to set aside a space where locomotive supplies could be collected, repaired and made ready for service. The washing vats, tables and oil reservoirs were arranged in a manner to avert unnecessary steps. The tables, etc., were covered with galvanized iron to prevent oil soaking into wood, etc.

A study was made as to the requirements of a good lantern, and as a result vats were in-

stalled. One contains a strong lye solution, one hot, soapy water and the other rinse water. Lanterns are dissembled and the frames are passed through a strong solution of lye and rinsed off, then examined closely for defects. The globes are washed in hot, soapy water, rinsed in clear water and placed on the drying rack. Burners are boiled out and the necessary adjustment made in the wicks. The oil is removed from the lantern, and after cleaning the oil container it is again filled with oil, the parts assembled and the lantern placed on a special table ready for service.

Where heat is necessary, it is obtained by the use of steam, all piping being conveniently arranged for the attendant. Overflows, etc., are piped to the sewers.

At one end of the room a bench was provided and on it was placed a soldering pot and a vise. All cans are repaired at this bench, coal picks and hammers re-handled, etc. Smoke and gas from this soldering pot, and the steam vapor from the boiling vat and the wash machine are carried out of the building by a hood and a stack arrangement.

Certain unlooked for things develop at leaving time, and to meet this, the grease cup men,



Pictures 1 and 2 show respectively the left and right sides of the Engine Supply House at Connellsville. No. 3 suggests, in the cleanliness of the front yard of the house, why Connellsville and Supply Room Attendant Joseph H. Fleckenstein (seen at the front door and also in the insert, No. 4) have been honored with the sign over the door.

lubricator filler, hub grease men, and glass boy work from this point and have all the necessary conveniences located here. It is conveniently located and the crews can get their wants supplied quickly and avoid delay.

The flag washing outfit consists of a small washing machine and necessary vats for dye. Three thousand flags and one hundred and fifty towels have been reclaimed to date.

The photographs are plain and further explanation would seem unnecessary.

Of course, every clean kitchen has to have a clean house wife in charge, and we are sure that Joseph H. Fleckenstein won't mind being dubbed with that name as long as it stands for so much on this great System of ours.

Mr. Fleckenstein entered the service at Connellsville as a boilermaker helper in 1882 and became boilermaker in 1886. He was out of the service from 1896 until 1901 when he again came into the Baltimore and Ohio family as a car inspector. He has filled creditably several different positions on the Connellsville Division in the Motive Power Department and in 1919 was made supply room attendant. It is in this position particularly that he has made a splendid record.

Those who would like to see plans of Mr. Fleckenstein's model locomotive supply house, may get a copy by writing C. A. Gill, superintendent, Motive Power, Eastern Lines, Baltimore, Md. Layout and descriptive matter are contained in the little book.

One of the most interesting things about Mr. Fleckenstein's job is the success which he has had in reclaiming signal flags. In the big scheme of things, this is, to be sure, a small item, but the Management of the Baltimore and Ohio is trying so hard to economize in every reasonable way that even the saving which comes about from the reclaiming and re-dyeing of signal flags is deemed worthy of special note, and a blue print description of the method of doing this is also clearly set forth in the little book.

TASTE TELLS!

I now use the Baltimore and Ohio to and from the west instead of another road because of the Baltimore and Ohio's superior dining service.

(Signed) FRANK L. HESS,
1221 Newton Street,
Brookland, D. C.

Preventing Damage to Equipment in Yards

Painesville Terminal Proves that "It Can Be Done"

By D. F. Stevens,

Superintendent, New Castle Division

IN THE early part of July, 1921, we put on a campaign on this division to reduce the damage to equipment in yards and I particularly solicited our terminal people to use their ingenuity to this end. My attention was directed in November to a report which had been made at Painesville Terminal, which was distinctly unusual, and I felt it was such a good one that it was well worth bringing to the attention of the readers of the MAGAZINE.

The last damage to a car in Painesville yard occurred on July 13, 1921, and from that date to the present time there has not been a car damaged in that yard. Previous to this there had been quite a number of draw bars knocked down, pockets opened up and contents of ore dumped on the dock below the hump scale.

Credit for this showing rests entirely with General Yardmaster Huston and his assistants and employees. Briefly, his procedure is as follows:

An engine takes cars from end of ore dumping plant, pulls up, and shoves over the hump scales, where

cars are dropped to classified tracks east of the scales. In some instances five cars would go in a cut, and in the next cut would be one car. General Yardmaster Huston changed this method and dropped the cars off one at a time. This did not occasion delay, as the engine was able to keep the cars away from the machines. Nor did it increase the number of hump riders, but simply cut down the time that they were sitting down waiting for their cuts at the hump.

During the busy ore season the cars handled range from 1,700 to 2,600 a day, and during the winter months from 800 to 1,000, so it can be seen that there is a considerable volume of business, and what it means in the way of saving in damage to equipment and consequent delay and complaints.

In addition to this, each morning Mr. Huston, in connection with his other duties, talks with each crew as he comes to them, and gives them the last date that there was a car damaged. This has resulted in all the men in the terminal becoming enthusiastic over the campaign.

Car Weight Checked by John Staszewski, He Increases Revenue \$233.22

By S. U. Hooper,

Superintendent, Chicago Division

THERE have been several references in the MAGAZINE of late to the opportunity open to employes to save revenue for the Company by using extreme care in the weighing and reweighing of cars. Now comes the following case, a telling illustration of how much it means when an employe exercises his judgment and initiative on an occasion when he believes that the weight given for a carload of freight is not correct.

A car of machinery originated off our line, our connection being Hamler, Ohio, and was consigned to a large industrial concern in Chicago. It had indorsement on billing to weigh at Delray but the billing also contained stamp indicating that it was under shipper's weight agreement.

The car reached Chicago Yard on November 24, showing a billed weight of 24,000 pounds, but as it had been weighed at Delray and also carried

the agreement to weigh stamp, one of our employes, Chief Clerk John Staszewski, doubted the correctness of the weight. So he personally inspected the car and had it reweighed with the following results: Gross, 129600; Tare, 30400; Net, 99200. This increased the freight from \$74.40, as billed, to \$307.62, an increase of \$233.22.

Mr. Staszewski has been commended for his alertness and the connecting line had handled with the employe who made the error. A commendatory entry has also been placed on Mr. Staszewski's service record.

On Observation Car on No. 524

Man, defending Government control—"Well, they standardized the railroads!"

His friend—"Oh! that's what you call what they did to them?"

"Ernie" Baugh

The Journey of President-Elect Lincoln from Springfield to Washington for His First Inauguration in 1861

Note: We are indebted to Passenger Representative S. B. Hege, Washington, D. C., for gathering up from various sources much of the information contained in the following story; to the late John E. Spurrier for the story of Mr. Lincoln's passage through Baltimore, and to Miss M. Hazzard, Washington, D. C., for extracts from the letters of her father, Captain George Whitfield Hazzard, personal military aide to Mr. Lincoln.

It should be recalled that at the time of Lincoln's first inauguration the country was in a turmoil and political passions were at fever heat. The battle between the abolitionists and the secessionists was about to break, and Lincoln, as the great champion of National Unity, was vilified and hated not alone in the South but also among the "copperheads" of the North.—Ed.

AS the time for the inauguration approached, Mr. Lincoln received invitations from the governors of various states to visit their capitals on his way to Washington. Lincoln was not fond of display, but his long experience had taught him the value of friendship, personal confidence and live sympathy. Therefore, the reply to these invitations was that he would visit a number of small cities, naming in particular Indianapolis, Steubenville, Columbus, Cincinnati, Cleveland, Pittsburgh, Buffalo, Albany, New York, Trenton, Philadelphia and Harrisburg.

The day set for the departure was Monday, February 11. A programme of special trains had been arranged, extending to Saturday, February 23, the day set for Mr. Lincoln's arrival in Washington.

Early on Monday morning the Lincoln family, including Mr. Lincoln, Mrs. Lincoln, and their three boys, Robert T., William and Thomas (called "Tad"), together with Mr. Lincoln's suite, made ready to depart. This party consisted of Dr. W. S. Wallace, John G. Nicolay, John Hay, Hon. N. B. Judd, Hon. David Davis, Col. E. V. Sumner, Major David Hunter, Captain George W. Hazzard, Captain John Pope, Col. Ward H. Lamon, Col. E. E. Elsworth, J. M. Burgess, George C. Latham, W. S. Wood, B. Forbes and other personal friends and dignitaries.

About a thousand of his friends and neighbors were gathered around the dingy little station at Springfield. It was a stormy morning, and the leave-taking was very solemn. Mr. Lincoln stood while the people filed past him to shake hands and to wish him good luck. The bells and whistles of the train interrupted the leave-taking and

Lincoln stepped aboard the train that was to take him to the Nation's Capitol. The conductor paused a moment with his hand on the bell rope. Mr. Lincoln appeared on the platform of the car and raised his hand to attract attention. Bystanders bared their heads to the falling snow-flakes and there Lincoln delivered his farewell address:

"My friends: No one, not in my situation, can appreciate my feeling of sadness at this parting. To this peace and kindness of these people, I owe everything. Here I have lived a quarter of a century and have passed from a young to an old man. Here my children have been born, and one is buried. I now leave, not knowing when or whether ever I may return, with a task before me greater than that which rested upon Washington. Without the assistance of the Divine Being who ever attended him, I cannot succeed. With that assistance, I cannot fail. Trusting in Him, who can go with me, and remain with you, and be everywhere for good, let us confidently hope that all will yet be well. To his care commending you, as I hope in your prayers you will commend me, I bid you an affectionate farewell."

Reminiscences of the Journey

The train was off, and from this time forward there were days of receptions, speeches, handshaking, cheers, salutes, bonfires, etc.

Of the journey itself we have several records, but there is, perhaps, no more interesting record than that contained in the letters of Captain Hazzard to his wife, written at intervals on the journey from Springfield

to Philadelphia. Captain George Whitfield Hazzard was of the Fourth Artillery, U. S. A., of the class of 1847, West Point. He had served in the Mexican War and was an adjutant at Fort McHenry. He was selected to be the military aide to Mr. Lincoln on his inaugural trip. His pass over the railroads for this purpose is still retained by his daughter, who resides in Washington. The inscription on it reads as follows:

SPECIAL TRAIN

Capt. Geo. W. Hazzard, U. S. A.

Sir: You are respectfully invited to participate in the courtesies extended to Hon. Abraham Lincoln, president-elect, by the several railroad companies, from Springfield to Washington on the 11th of February, 1861.

(Signed) W. J. WOOD.

On the reverse side was the following:

Pass Captain Hazzard, U. S. A., on excursion train.

(Signed) T. A. MORRIS.

Pass Captain Hazzard, Columbus to Pittsburgh.

(Signed) T. L. JEWETT,

by L. DEVENNY.

Mrs. Hazzard was in Washington. The first letter she received was when her husband was in Columbus, viz.:

"Col. Skinner, Major Hunter and myself will travel with him (Mr. Lincoln) from here to Washington. This is confidential."

Concerning Mr. Lincoln's personal appearance, he writes: "Mr. Lincoln is by no means ugly; he is one of the most excessively pleasant men I ever saw."

Later he says: "Don't get disheartened about secessioners; Mr. Lincoln is just the man for the emergency * * * * * I believe

that we shall get to Washington without any trouble, but all preparation to avoid difficulty will be made."

From Buffalo, on February 17, came this letter:

"Horace Greeley came with us yesterday from Conneaut to Erie. He talks very much like a Quaker * * * * * We came into Cleveland through Euclid Street, and the scene was gorgeous * * * * * Do you recollect the finest house on that street, in fact, the finest in Ohio? A brownstone Gothic with observatory and spires on the roof? It is on the side of the street near the lake, and is the residence of Mr. Stone, president of the Lake Shore Railroad. Colonel Sumner, Judge Davis, Mr. Lamon and myself dined there on Friday evening * * * * * There was a terrible jam at the depot yesterday. Mr. Hunter came very

near having his arm broken.

"As to your joining us in New York, I fear that it would be impractical, as Mr. and Mrs. Lincoln are worried almost out of their lives by visitors of both sexes. Every village sends a reception committee of 20 or 30, and some of them bring their wives, so that not only are all of the seats in the car taken, but the pass-way is filled with people standing. Neither the president nor his wife has one moment's respite, and they are evidently tired of it. However, I will feel Mrs. Lincoln's pulse a little, and if favorable, will telegraph you from New York."

"New York, Wednesday,
20th February.

"I suppose you have seen all about our movements. It is probable we shall be in Baltimore on Saturday, 22nd."

determine, but one for his friends to determine for him, that he finally agreed to submit to whatever was decided by those around him.

"It was most fortunate that General Scott was one of the guests at that dinner. He was wise and keen in perception and bold and swift in execution. The time was short, and if a change was to be made in Lincoln's route it was necessary for him to reach Philadelphia by eleven o'clock that night or very soon thereafter. Scott at once became master of ceremonies, and everything that was done was in obedience to his directions. There was a crowd of thousands around the hotel, anxious to see the new President and ready to cheer him to the uttermost. It was believed to be best that only one man should accompany Lincoln in his journey to Philadelphia and Washington, and Lincoln decided that Lamon should be his companion. That preliminary question settled, Scott directed that Curtin, Lincoln, and Lamon should at once proceed to the front steps of the hotel, where there was a vast throng waiting to receive them, and that Curtin should call distinctly, so that the crowd could hear, for a carriage, and direct the coachman to drive the party to the Executive Mansion. That was the natural thing for Curtin to

Harrisburg, and the Plans for the Secret Movement to Washington

From "Lincoln and Men of War Times," by Col. A. K. McClure

THE two speeches made by Lincoln on the 22d of February do not exhibit a single trace of mental disturbance from the appalling news he had received. He hoisted the stars and stripes to the pinnacle of Independence Hall early in the morning and delivered a brief address that was eminently characteristic of the man. He arrived at Harrisburg about noon, was received in the House of Representatives by the Governor and both branches of the Legislature, and there spoke with the same calm deliberation and incisiveness which marked all his speeches during the journey from Springfield to Washington.

"It was while at dinner that it was finally determined that Lincoln should return to Philadelphia and go thence to Washington that night, as had been arranged in Philadelphia the night previous in the event of a decision to change the programme previously announced. No one who heard the discussion of the question could efface it from his memory. The admonitions received from General Scott and Senator Seward were made known to Governor Curtin at the table, and the question of a change of route was discussed for some time by every one with the single exception of Lincoln. He was the one silent man of the party, and when he was finally compelled to speak he unhesitatingly expressed his disapproval of the movement. With impressive earnestness he thus answered the appeal of his friends:

"What would the nation think of its President stealing into the Capital like a thief in the night?" It was only when the other guests were unanimous in the expression that it was not a question for Lincoln to

The Cover Picture of This Issue

The picture on the cover of this issue is a reproduction of an oil painting by Herbert D. Stitt, staff artist of our MAGAZINE. It portrays the arrival of Abraham Lincoln in the old Baltimore and Ohio station in Washington on the morning of February 23, 1861, just preceding his first inauguration.

The outline of the old Baltimore and Ohio station in Washington is faithful to the subject, as will be attested by many of our employes who saw it before it was torn down. Engine 236, which was used to bring Mr. Lincoln from Baltimore to Washington, is also faithfully portrayed.

The artist's conception of the great Civil War president is an unusually fine one, the dignity and strength of his character being well represented. His physical aspect shows his great height and awkwardness—yet his underlying bodily strength and poise, and the critical work before him is reflected in the stern and careworn appearance of his face.

Of the other figures in the picture, that immediately behind Lincoln is Ward H. Lamon, whom Lincoln chose from among his intimate friends in Springfield, Illinois, to accompany him on the trip to Washington, through cities whose loyalty to the Federal cause and hence to the president-elect, was not beyond question. Lamon was noted as a "minute" man, powerful of physique and expert in the handling of weapons, a likely bodyguard for his friend and president. Allan Pinkerton, the first of the well known Pinkerton family of detective fame, is in the extreme background. Elihu B. Washburn, who met Lincoln in the station, is at his left. Washburn was later secretary of state in the cabinet of President Ulysses S. Grant, and was also ambassador to France in 1869.

These three figures would be easily recognizable by people who knew the men, for they are painted from photographs taken at the time.

The other figures in the picture, the old darky on the left with the carpet bag, presumably Washburn's servant and coachman, and the engineer and fireman of the train, are conceptions of the artist, but none the less realistic.

do—to take the President to the Governor's mansion as his guest, and it excited no suspicion whatever.

"Before leaving the dining-room Governor Curtin halted Lincoln and Lamon at the door and inquired of Lamon whether he was well armed. Lamon had been chosen by Lincoln as his companion because of his exceptional physical power and prowess, but Curtin wanted assurance that he was properly equipped for defence. Lamon at once uncovered a small arsenal of deadly weapons, showing that he was literally armed to the teeth. In addition to a pair of heavy revolvers, he had a slingshot and brass knuckles, and a huge knife nestled under his vest. The three entered the carriage, and, as instructed by Scott, drove toward the Executive Mansion, but when near there the driver was ordered to take a circuitous route and to reach the railroad depot within half an hour. When Curtin and his party had gotten fairly away from the hotel, I accompanied Scott to the railway depot, where he at once cleared one of his lines from Harrisburg to Philadelphia, so that there could be no obstruction upon it, as had been agreed upon at Philadelphia the evening before in case the change should be made. In the meantime Scott had ordered a locomotive and a single car to be brought to the eastern entrance of the depot, and at the appointed time the carriage arrived. Lincoln and Lamon emerged from the carriage and entered the car unnoticed by any except those interested in the matter, and after a quiet but fervent "Good-by and God protect you!" the engineer quietly moved his train away on its momentous mission.

"As soon as the train left I accompanied Scott in the work of severing all the telegraph lines which entered Harrisburg. He was not content with directing that it should be done, but he personally saw that every wire was cut. This was about seven o'clock in the evening. It had been arranged that the eleven o'clock train from Philadelphia to Washington should be held until Lincoln arrived, on the pretext of delivering an important package to the conductor. The train on which he was to leave Philadelphia was due in Washington at six in the morning, and Scott kept faithful vigil during the entire night, not only to see that there should be no restoration of the wires, but waiting with anxious solicitude for the time when he might hope to hear the good news that Lincoln had arrived in safety. To guard against every possible chance of imposition, a special cipher was agreed upon that

could not possibly be understood by any but the parties to it. It was a long, weary night of fretful anxiety to the dozen or more in Harrisburg who had knowledge of the sudden departure of Lincoln. No one attempted to sleep. All felt that the fate of the nation hung on the safe progress of Lincoln to Washington without detection on his journey. Scott, who was of heroic mould, several times tried to temper the severe strain of his anxiety by looking up railway matters, but he would soon abandon the listless effort, and thrice we strolled from the depot to the Jones House and back again, in aimless struggle to hasten the slowly-

Mr. Lincoln Passes through but Does Not Stop in Baltimore

RAILROAD officials, particularly Mr. Felton, president of the Philadelphia, Wilmington and Baltimore Railroad, over which Mr. Lincoln was traveling, wished him to make a safe journey. All precautions had been taken. Rumors came that bridges on the railroad would be burned. For this reason, Mr. Felton gathered together some of the best detectives in the country and set them to whitewashing the bridges between the Susquehanna and Baltimore. This was an action which startled the people, who did not know that this whitewash consisted of salt and alum, which would tend to make the bridges fireproof.

Strange to say, there had been no invitation from Maryland's governor nor from her legislature to the new president to visit Maryland's capital; neither was there any invitation from the mayor of the city of Baltimore. Mr. Lincoln's party had met with several minor accidents in friendly towns, and he did not know what to expect in a city where there were no indications that the city authorities would endeavor properly to protect the party. The only invitations that were extended Mr. Lincoln from the city of Baltimore were from the proprietor of the Eutaw House, and from Mr. Gittings, president of the Northern Central Railroad.

The following account of the journey of Mr. Lincoln through the city of Baltimore was sent to the MAGAZINE by the late John Ed. Spurrier, shortly before Mr. Spurrier's death.

"President A. Lincoln passed through Baltimore on the night of February 22, 1861. My understanding of President Lincoln's trip from the West to take his seat at Washington is from conversations which I overheard between Alex. Diffey,

passing hours, only to find equally anxious watchers there and a wife whose sobbing heart could not be consoled. At last the eastern horizon was purpled with the promise of day. Scott reunited the broken lines for the lightning messenger, and he was soon gladdened by an unsigned dispatch from Washington, saying, "Plums delivered nuts safely." He whirled his hat high in the little telegraph office as he shouted, "Lincoln's in Washington." and we rushed to the Jones House and hurried a messenger to the Executive Mansion to spread the glad tidings that Lincoln had safely made his midnight journey to the Capital."

general superintendent of trains, and my grandfather, Thomas Spurrier.

"Mr. Lincoln was to arrive at Calvert or Bolton Station (N. C. R'y), Baltimore, via Harrisburg, Pa., but because of threats, the route was changed so that he would arrive via the Philadelphia, Wilmington, and Baltimore Railroad (President Street Depot). Here the Baltimore and Ohio Railroad teams would haul each car of the train via Pratt Street to Howard, and Howard Street into the Camden Station Yard.

"The entrance to the passenger yard from Howard Street crossed Camden Street, curved around the east end of the station building, the track running alongside the platform under the shed, where the passengers boarded and left the cars.

"The threatening crowd crowded the station platform from which the train was scheduled, on Mr. Lincoln's arrival, to depart.

"But "Daddy" Smith, or "Tim" Murphy, in charge of the team hauling Mr. Lincoln's car, was instructed, on Pratt Street, to lead his team quietly through the back track, instead of to the platform. Engine 236 was on the back track, in readiness to take Mr. Lincoln's car to Washington. This worked fine, and while the threatening crowd awaited the arrival of Mr. Lincoln's car on the regular track, Mr. Lincoln was out of sight and on his way toward Washington. Another engine took the regular train. "Daddy" Smith, "Tim" Murphy and the others connected with this trip have passed away. My uncle, Alex. Diffey, and W. P. Smith had arranged the switch-off, as they arranged many others during the Civil War. Engine 236 was one of the finest engines of the day."

Mr. Lincoln's Arrival at Washington

From "Reminiscences of Abraham Lincoln," by Elihu B. Washburne

I WAS on hand in season but, to my great disappointment, Governor Seward did not appear. I planted myself behind one of the great pillars in the old Washington and Baltimore depot, where I could see and not be observed. Presently the train came rambling in on time. It was a moment of great anxiety to me * * * * * When the train came to a stop I watched with fear and trembling to see the passengers descend. I saw every car emptied and there was no Mr. Lincoln. I was well nigh in despair and about to leave when I saw slowly emerge from the last sleeping car three persons. I could not mistake the long, lank form of Mr. Lincoln, and my heart bounded with joy and gratitude. Any one who knew him at that time could not fail to recognize him at once. The only persons that accompanied Mr. Lincoln at that time were Pinkerton, the well-known detective, and Ward H. Lamont. When they were fairly on the platform a short distance from the car, I stepped forward and accosted the president.

"How are you, Lincoln?"

At this unexpected and somewhat familiar salutation the gentlemen were apparently somewhat startled, but Mr. Lincoln, who recognized me, relieved them at once by remarking in his peculiar voice:

"This is only Washburne."

Then we all exchanged congratulations and walked out to the front of the depot, where I had a carriage in waiting. Entering the carriage, we drove rapidly to Willard's Hotel, entering on 14th Street before it was fairly daylight.

We had not been in the hotel more than two minutes before Governor Seward hurriedly entered, much out of breath, and somewhat chagrined to think that he had not been up in season to be at the depot on the arrival of the train.

Mrs. Lincoln Passes through Baltimore

Col. McClure says further that Mrs. Lincoln and her suite passed through Baltimore on the 23d without any sign of turbulence. The fact that there was not even a curious crowd brought together when she passed through the city—which then required considerable time, as the cars were taken across Baltimore by horses—confirmed Lincoln in his

belief. It is needless now to discuss the question of real or imaginary danger in Lincoln passing through Baltimore at noonday according to the original programme. It is enough to know that there were reasonable grounds for apprehension that an attempt might be made upon his life, even if there was not the organized band of assassins that the detectives believed to exist.

Herth Now Ohio Division Engineer

ON January 1, C. E. Herth was appointed division engineer of the Ohio Division, with headquarters at Chillicothe, vice J. L. Maher, transferred.

A "Thank You" New Year Card Suggests Why Agent Mulvey Gets and Holds Business

THE success of the Railroad in getting and holding business in any community, and particularly in the small city and town, may be gauged by the all-around ability of the agent representing the Railroad there. Where the agent takes a personal interest in seeing that the customers of the Railroad get good service, he attracts to the Railroad much more business than it would get through a less interested type of man.

As an illustration of how an agent can help establish a pleasant feeling of friendship between the Railroad and its patrons, we quote a message sent out on an attractive little New Year card by Agent T. O. Mulvey at West Newton, Pennsylvania, to the patrons of the Baltimore and Ohio in that community, as follows:

The Baltimore and Ohio Railroad, its agent and operating officials, express their thanks and appreciation for the very liberal patronage received from your firm during the year 1921, and wish you a prosperous year during 1922. We assure you it will be our pleasure to serve you in every way possible.

THE BALTIMORE AND OHIO
R. R. CO.,
T. O. MULVEY, Agent.

This card was not sent to the MAGAZINE by Agent Mulvey, but by

A New Operating Man

By GEORGE K. SEIBERT,
Dispatcher, Camden Station

THERE have been many railway accidents in France since the Armistice; so many in fact, that almost every edition told of a catastrophe.

In the Jardin du Luxembourg at Paris I saw a dozen or more youngsters playing train, so I made some inquiries as to the personnel of the game.

"What are you?" I asked the first kid.

"I'm the Chef de Gare," (the station master), he proudly replied.

There were engineers, brakemen, firemen, etc. Finally I came to the last kid.

"And what do you do?"

"I telescope the trains."

"Telescope the trains?"

"Oh yes, the trains are always telescoped."

one of the officers of the Pittsburgh Division who recognizes in Agent Mulvey a valuable representative of the Company, and who has this, in substance, to say about him:

"Agent Mulvey has been in the employ of the Company on this division for a good many years. We now enjoy the larger part of the patronage of the 84 firms and business houses in West Newton, and I feel that this is entirely due to the efforts of 'Tom' Mulvey. Although business all over the System was very bad in November, 1921, 'Tom' was able to show an increase for his station over the same month of 1920.

"The New Year greeting which he sent our patrons is the most recent indication of the spirit of appreciation and service which he constantly shows them in his territory. He is up against competition but seems to thrive on it and is making a fine record for himself and the Baltimore and Ohio.

"I only wish that all the agents on the Railroad were of his same appreciative type, interested in seeing that patrons get good service and that they are sure of our appreciation of their patronage. We have others like 'Tom' Mulvey, but he is in my mind an outstanding example of the capable, painstaking, interested and loyal employee."

"Billy" Sunday Says that Capital, Labor and the Public Are Like a Three Legged Stool

The great evangelist sends a message on Americanism to the employes of the Baltimore and Ohio

By Rev. William A. Sunday

FOR eight years I played baseball with the Chicago, Pittsburgh and Philadelphia National League clubs. There are two things that cause a manager to lose sleep and will wreck the chance of any club to win the pennant. 1st. Factions and divisions in a team. 2nd. Men playing for individual records.

Allow these same principles to work in any industry and they will wreck it. Factions between Capital and Labor will stop the wheels of any railroad or put out the lights in any factory. There must be no conflict between Labor and Capital. Their interests are inseparable; if you destroy one you destroy both; neither can exist without the other. There will be differences of opinion and these can be harmonized by arbitration but not by catch-as-catch-can methods.

You pull the gloves off the hands of most railroad presidents, general managers and superintendents and you will find them calloused by toil, for they started at the bottom.

Next to the religious life of a nation nothing is so vital to its prosperity and to the welfare and happiness of the people as its transportation system. Railroads bear the same relation to the life of a nation that the circulation of the blood does to the human body. When the railroads stop we are headed for the scrap pile. When your heart stops you are on the side track, switch locked, lights out.

Capital, Labor and the Public are like a three-legged stool. Neither is first, second, or third. Neither can stand without the other. What injures one injures all.

At the bottom lies the fact you can't divide more than you have. You can't take a bushel and a half from a bushel.

When Capital says: *I want a bushel and a half—you can't have it—haven't got it.*

When Labor says: *I want a bushel and a half—you can't have it—haven't got it.*

When Capital says: *I want a bushel—can't have it—that's all there is.*

When Labor says: *I want a bushel—can't have it—that's all there is.*

The railroad will stop if the cap-

italist gets nothing for his investment.

The railroad will stop if the laborer gets nothing for his work.

Capital can't hog it all. Labor can't hog it all. The Public can't hog it all. Each must consider the interests of the others.

Neither business nor the nation can be run by any one class.

The people as a whole would resent a government by the capitalistic class. They would resent a government by the labor unions. Above all they would resent a government by the radical, socialistic, I. W. W. bunch of either capital or labor.

The conservative men in the ranks of labor find it hard to restrain the radical leaders who seem to be out to grab all they can regardless of the rights of Business or the Public. It's the "whooper up boys," the "hell with the law or the public" type of leaders, who seem to get a following. Such birds are to Labor what blowflies are to meat—they turn it into maggots. We have reached the point where if civilization endures the nations of the Earth must pledge to study war no more and Capital and Labor must follow suit.

We have made American citizenship too cheap. We have allowed too many of these infamous, God-forsaken, white-livered, splenetic-hearted spawn of the anarchistic-bolshevistic class to sneak in under the cover of immigration. They don't come to build homes but to undermine honest labor and flaunt the red rag of rebellion. There can be no red in our flag without the white and the blue. The theory that men should loaf on the job, thereby causing underproduction and so make work for more men, is a damnable heresy from Europe.

The time has come to call in the wrecking crew and send out the construction gang.

I favor a law which will send a man back across the seas, if, at the end of five years he has not taken out his first naturalization papers and shown a determination to become an American.

There can be no neutrality in Americanism.

The issue of who is who in America must be fought to a finish. It's a dead open and shut proposition. You can't get away from it. It is

like the negro soldier over seas. He went up to one of the big seige guns and asked: "Cap'n, how far will dat gun shoot?" "Twenty-five miles, Mose."

"Good Lord a massy, man, nigger run all day, then get shot at night."

I am not in favor of government ownership of railroads. I believe private ownership affords the most efficient service and management.

I have always contended that the highest type of citizenship makes up the personnel of the railroad fraternity, employers and employes. Whatever produces a greater unity of spirit between the two will benefit the whole nation.

A husband and wife had quarreled, long and bitter had been their strife. They decided to walk down life's pathway apart. One day they chanced to meet at the grave of their first born, the child of their youthful strength. They looked at each other, cold, hard, defiant. They looked down upon the mound of earth that covered the sacred dust of the child that once formed the golden link that bound their hearts in love. They knelt one on either side of the grave and buried their faces in the withering flowers. Then they stretched out their hands to each other and an angel washed all the bitterness out of their hearts with a flood of tears. They arose and locked arms to walk down life's pathway side by side.

So let Capital and Labor bury their differences, neither try to destroy the other, knowing their interests are one, and we will sing with a new meaning:

My Country 'tis of Thee,
Sweet land of Liberty,
Of Thee I sing.

Knew the Other "Missus"

SEVERAL years ago Martie and Jimmy, two children of one of our officers, were bantering each other about spelling. The little girl was trying to recite quietly to her mother. Her brother said "You don't know how to spell. You don't even know Mississippi." "No," said the little girl, "I don't know Mississippi, but I do know Mrs. Hendley," who was the next-door neighbor.

Double-Barrelled Service

A Problem—a Puzzled Passenger—and the Pleasing and Profitable Product

The Philadelphia Ticket Office was buzzing with an unusual rush of business. The Passenger Representative was beaming his approbation upon the crowd and upon the way that the business was being handled. A man made his way toward a ticket window but saw that he would have to wait a few minutes before his turn came. Our Passenger Representative took in the situation and stepped up to him.

"I am passenger representative of the Baltimore and Ohio here; is there something that I can do for you, Sir?" he asked politely.

"Perhaps you can," said the man, turning toward him. "I am stopping at the Ritz-Carleton with a party of five and we want to drive to Atlantic City, provided we can secure a safe automobile and a competent driver who will get us there and back in time to take an evening train for the West."

"Just a minute, please," replied our representative. He picked up a telephone, called a reliable taxicab company of Philadelphia and found that a seven-passenger car with a careful driver could be sent to the hotel as soon as the gentleman wished; that he could make the trip to Atlantic City, spend several hours there, and return in time to catch an evening train for the west.

The information received, the gentleman expressed his thanks and asked that the automobile be sent to the hotel in twenty minutes. Then, turning to our man, he said:

"This explains something which has been puzzling me for the last few days. When in Washington recently I was referred to the Baltimore and Ohio ticket office for information. There I met one of your representatives and told him that I was a stranger in Washington, that I desired to remain for a few days, and that I would like to secure accommodations in a good hotel. He named several and I selected one. This he immediately telephoned, and in a few minutes I had two rooms booked for myself and party. I thanked him for his kindness but at the time wondered why he should have inconvenienced himself to assist a traveler in a matter in which he could have had no direct revenue interest. Now that you have helped me in arranging this trip to Atlantic City, I understand just what I heard about Baltimore and Ohio people—that they are trying in every way to accommodate the traveling public. And just to show you that I appreciate the courtesy, you may book my entire party from Philadelphia to Salt Lake City over your own line and any connection beyond that you may select."

Unquestionably the two experiences have made more than one firm friend for us, for the gentleman will tell the story and its influence will grow and grow and grow! Have you ever estimated the satisfaction which you, personally, can get out of an act which starts a chain of appreciative friendship such as this—without even considering the dollar value it means to your Railroad and to you?

President Willard to the Veterans

He Discusses Questions of Absorbing Interest to All Baltimore and Ohio Employees

AFTER the organization of the Annual Convention of the Grand Lodge of the Baltimore and Ohio Veterans had been completed on the morning of January 5 in the Assembly Room of the Baltimore and Ohio Building, the delegates arose and heartily applauded President Willard as he entered the room to greet them and talk over with them certain aspects of the railroad situation. Mr. Willard was manifestly greatly pleased with the cordiality of his reception and after a brief presentation by George W. Sturmer, grand president of the Veterans, smilingly acknowledged his pleasure in being with them. While the guest badge of the convention was being pinned on him, he pointed to the Veteran's emblem button in the lapel of his coat, and told them how proud he was to wear it. He also reminded them that 23 years had elapsed since he first entered the service of the Baltimore and Ohio as assistant general manager in 1899, and that despite the break in his service with the Company from 1901 to 1910, he has now been president since 1910 and it will not be long before he will be able to wear the Veteran emblem, not alone by virtue of the honorary membership to which he has been elected, but also because he will have completed the 20 years of service required for active membership.

The Pension

Recognizing that the pension is a subject to which the Veterans have been giving a great deal of attention, President Willard addressed himself first to it, and said:

"Mr. Sturmer just said that there were a number of things that he would like to have me speak about, but he referred particularly to the matter of pensions for retired Baltimore and Ohio employees. I fear there is not much that I can say in that connection at this time that will be very encouraging. I know that the pensions which are now being paid to Baltimore and Ohio employees are inadequate when considered in connection with the present cost of living, but the pension payments, as you know, are made wholly by the Company itself. The employees under existing arrangements make no contribution to that end.

"While the Company has had this subject under consideration at different times for a number of years, there has also been confronting us a condition which has simply made it impossible to obtain the approval of the Board to an increase in that direction. I do not mean to say that the Board has been unwilling to approve of an increase in pension payments, because I have never so far recommended to the Board definite action in that connection, and my reason for not doing so was because I did not feel that the Baltimore and Ohio Company, certainly within the last five or six years, was in position to assume increased expenses of that character.

"As you undoubtedly know, the Baltimore and Ohio Company at the present time is paying no dividends upon approximately \$150,000,000 of common stock outstanding. The stock of the Company is owned by about 36,000 different people, and the average number of shares held by each stockholder is 60. We have about 13,000 women shareholders who hold an average of 31 shares each, and there are upwards of 20,000 of our shareholders who own less than 20 shares each. This statement, I am sure, will make clear to you that the Baltimore and Ohio Company is not owned by a very few wealthy persons, but is owned by a very large number of persons chiefly in moderate circumstances, and many of them have felt keenly the loss of dividend payments upon their common stock during the last two years, and until we are in position to resume reasonable payments to our common shareholders, I would not feel justified in recommending to the Board that the Company increase the present basis of pension payments. I hope that in the reasonably near future, as conditions become generally more normal, that the Baltimore and Ohio Company will be in position to resume payments upon its common stock, and, when that time arrives, I shall be very glad to give serious consideration to a readjustment of our present pension payments. I think under existing circumstances they ought to be higher.

"It has been suggested to me that the employees of the Baltimore and Ohio Company would be glad to co-

operate with the Company with reference to this matter, setting aside each month a certain portion of the wages earned in order to build up in that way a fund from which larger pension payments could be made. I think there is much to be said in favor of such a plan, and I repeat that I will be very glad to give consideration to any suggestions or recommendations which the Baltimore and Ohio employees may desire to make in this connection, as soon as the condition of the Company is such in my opinion to justify me in so doing.

Action of Veterans in Threatened Strike

"There is one other matter that I would like to say just a little about at this time. I have been told that some feeling was engendered among the members of the Baltimore and Ohio Veterans' Association last fall because of action which was taken by a number of the divisions with reference to the threatened strike in Chicago. I am glad of this opportunity to explain my position in that connection.

"The Baltimore and Ohio Company at the time of the threatened strike, had no unadjusted matters in dispute with the men in its employ--at least there were no questions of any importance unsettled at that time--and there were then in effect schedules signed by the representatives of the Company and by the representatives of the train and enginemen. The Baltimore and Ohio Company was carrying out the orders of the Labor Board, an agency created by the Congress itself. The strike which was threatened was said to be in opposition to the order of the Labor Board reducing the wages of train and engine men. I had occasion at different times to talk with a number of members of the Baltimore and Ohio Veterans' Association about this matter, and I explained the position of the Company. Later on when the strike seemed imminent, I said to some of the Veterans with whom I was acquainted, that I thought the Veterans might with propriety send messages or letters to their labor leaders and to the members of the Labor Board itself urging that the threatened strike be called off.

"Whatever feelings I may have had concerning the merits of the strike,

please understand that at the time referred to I made no mention whatever concerning what position the men in the Baltimore and Ohio service should take in case the strike actually should be ordered. I felt that in a way that was a matter for each man to decide for himself. If the strike had actually been called, I might and very likely would have sent a general message to Baltimore and Ohio employees before it really took place, telling them of my views on the subject. The point I wish to make is that the only suggestion I made to any member of the Veterans' Association was that efforts should be made to get the strike postponed or absolutely declared off. It seemed to me at that time, and it seems to me now, that action of this character was perfectly proper for the Veterans' Association and could not properly be criticised by anyone, whether he was or was not a member of any labor union. Certainly every individual, regardless of what society or organization he may belong to, has the right to express his opinion concerning any impending action. I urged Baltimore and Ohio Veterans to so express their views, and some divisions did so. I am told that others would probably have taken the same action if they had had time to do so before the strike was declared off.

"In short, I think the action was perfectly proper on the part of Baltimore and Ohio employees, and I have no doubt that the messages which were sent out had some influence with those to whom they were addressed. The fact that the strike was actually declared off is the best proof possible that the Veterans were right in asking that such action should be taken, and I want to say now to the delegates from the different divisions that I appreciate very much indeed the course pursued by the Veterans at the time in mind, and I repeat that in my opinion such procedure was perfectly proper and had no bearing whatever upon the relations existing between any man and the union to which he belonged. It was simply an effort to prevent action which, if taken, would have been unwise, and, I believe, much regretted by all concerned.

Our Record for 1921

"Mr. Sturmer suggested that I might say a word about conditions on the Road today. The Baltimore and Ohio Company has in its employ at the present time about 56,000 employees. On the same day a year ago there were over 81,000 persons in the employ of the Company. The business which the Company has handled this past year is about 30 per cent.,

nearly one-third less than the business handled the year before, and the cost of operating the property has been very high, due not only to the high wages which the men themselves are receiving, but also to the high prices which the Company is obliged to pay for all the materials which it uses.

"When I speak of the high wages which employees are receiving, I wish you to understand that I am not at this time speaking of such wages in criticism. I am sure we will all agree that they are high; are, in fact, very high when compared with wages that were paid before the war, but whether they are any higher than they ought to be under the circumstances is a matter concerning which I prefer to express no opinion at this time. But however that may be, the cost of operating the railroads, because of the higher wages and the higher prices which we are obliged to pay for iron, steel, ties and coal, and also because of the many changes in methods which have come about within the last five or six years, is much higher. It costs the Railroad very much more to run a train, to carry a ton of freight, or carry a passenger than was the case formerly, and we have been obliged, on account of the great decline in business, to make every effort possible to reduce our expenses.

"This has made it necessary to lay off a very large number of men. Personally I have been very sorry that such action was necessary. While as a rule no one likes to change his employment under any circumstances, it is not always a hardship if one is able to obtain employment promptly elsewhere, but it is of course a very great hardship upon any man to lose his position and then be unable to find satisfactory work, or even work of any kind, elsewhere. I speak of this matter with first hand knowledge, because I know what it is to be out of work and unable to find employment for many weeks at a time. I am sorry that we have been obliged to lay off so many men, but it cannot be helped. It seems reasonable to expect, however, that business will gradually get better after a while, and as it does get better, I hope we will be able to restore to work many of the men who are now on furlough.

Leasing Railroad Shops to Outside Interests

"Mr. Sturmer asked me the other day what the policy of the Baltimore and Ohio Company was or would be concerning the leasing of its shops to outside companies. I told him that at the present time the Baltimore and Ohio Company had no intention of making any such arrangement. I said that of course I could not say

definitely that we would never do so, but I could say definitely that we had no intention of doing so at the present time, and our action in the future would depend on conditions at that time. I said to him that as long as we could do our own work at home and in our own shops cheaper or just as cheap as we could get it done elsewhere, it would be our policy to do all of our work ourselves with our own organization, but if it became apparent that we could arrange to have our cars and locomotives repaired at outside shops for much less than it would cost us to make the repairs at home, I felt it would be my duty to make arrangements of that kind in the interest of economy.

"So far—during the last year at least—we have not arranged for any work at outside shops. We are investigating the matter at the present time, but I repeat that we have no definite plans in that connection just now. However, even if we should arrange to send some of our cars and engines away for repairs, I should be very reluctant to turn the management of our own shops over to anyone else, unless it could be very clearly shown that someone else could run them much better than they can be run by our own officers; but in such event and before I would be willing to make such a change, I should want to talk with our men about the matter and explain the situation thoroughly to them and give them the first opportunity to do the work in case they wanted to do so.

Appreciation of Resultful Teamwork

"It is fitting for me to say just a word also in appreciation of what the Baltimore and Ohio Veterans, and in fact all Baltimore and Ohio employees, have done during the past year to increase the business of the Company and to improve its reputation. A year ago, foreseeing the slump in business which was even then beginning to be manifest, I said at the meeting of Veterans which took place in this city, that I hoped they would do what they could when they went home, to procure additional business for the Baltimore and Ohio Company, and I pointed out to them that additional business would mean more work for Baltimore and Ohio employees. I also said that out of every dollar which the Company collected from the public for carrying freight and passengers, approximately 60 cents was paid directly to Baltimore and Ohio employees; that the employees, in fact, received their wages, which took considerably more than one half of every dollar earned, before anybody else was paid for anything else.

"The response which was made to this request was very gratifying, and I am told that we have definite record of more than 2,100 carloads of freight which were shipped over the Baltimore and Ohio in the last 12 months as a result of solicitation by Baltimore and Ohio employees whose duties did not require them to do work of that character. The Baltimore and Ohio Company probably received more than \$130,000 because of this additional business, and it is safe to say that at least \$65,000 of the money so received was paid out directly in wages to the men and women employed by the Company.

"Your response was so gratifying last year, that I am going to repeat my request this year, to secure such additional business for the Company as is possible for you to secure. Once more also I want to ask you to keep in mind that you are a part of the Baltimore and Ohio organization; that you cannot in fact meet with the fullest measure of success unless the Company with which you are identified is successful. The more prosperous the Company is, the more prosperous you will be; the more money the Company earns, the more money it will be able to pay out directly for wages, and not only that, the more money it will have with which to repair and maintain its tracks, cars and engines—and I do not need to tell you that good track, good cars and good engines mean good railroading, mean safe railroading and mean more comfort for every one of us who has anything to do with the affairs of the Company.

Paramount Influence of Courtesy

"There is much that you can do to be helpful in other ways than simply by asking people to travel on the Baltimore and Ohio line, or to ship their freight over its rails. People as a rule like to do business with companies or concerns who treat them courteously and considerately. You would probably not long continue to trade with a grocer or merchant who seemed indifferent to your patronage, or with one who apparently did not care whether his goods suited you or not. We are all human and I am certain that we all feel exactly the same concerning such matters; and the same truth applies to the railroad.

"I suppose that more than half, perhaps as much as three-fourths, of all the business moved by the railroads has a choice of one or more railroads over which to move. As an illustration, there are five main trunk lines running from Chicago to New York. One can ship his freight over any one of these lines at exactly the

same charges, and there are many other combinations of lines over which the charges are the same between the same points, and naturally the man who has goods to ship will send them over the line from which he believes he will get the best and most satisfactory service. The word "service" embraces a good deal. It takes into account the manner in which the shipper is answered when he makes inquiries concerning rates, the time of departure of trains, etc. It takes into account also the condition of the car in which the freight was loaded, the careful manner of loading it, the time consumed in moving it from one place to another, its condition when delivered at its final destination, and all of the things that have to do with the transaction.

The Ideal Railroad

"I hope Baltimore and Ohio employees in every grade of the service will feel a sympathetic interest in the affairs of the Company and will do what they can to build up for the Company a good reputation, because that will mean more business and more business means more prosperity for us all. I hope you will all use your influence in having the Baltimore and Ohio Company looked upon as a good neighbor wherever it goes and in all the places where its shops are located and its employees live in large numbers. I hope you will all tell those with whom you talk, that the Baltimore and Ohio Company is anxious to do all the things that a well-managed, well-equipped public utility ought to do.

"We want to serve our patrons in such a way as to meet their reasonable requirements; we want to serve

them in such a way as to make them our friends, because we know that if we can accomplish that, we will be sure to retain their business in times when there is not business enough to go around, such as is the case just at the present moment. I am certain that if every member of the Veterans' Association will use his influence at all times to make friends for the Baltimore and Ohio Company, that such action on his part will do more to bring to us additional business than anything else that can possibly be done, remembering always that additional business means more work for more men.

Together We Can Make the Baltimore and Ohio the Best Railroad

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

F. J. Angier, President American Wood Preservers' Association

OUR superintendent Timber Preservation, F. J. Angier, was elected president of the American Wood Preservers' Association at their Eighteenth Annual Meeting, Chicago, January 24, 25 and 26. A charter member of this Association, during the eleven years Mr. Angier has served as Secretary-Treasurer, it has grown from a membership of 20 to nearly 500.

Are You Interested in Your Work?

A good bulletin by Supervisor Shafferman, posted on all bulletin boards on the Monongah Division

Did you ever stop to think how much time would be saved in this world if none had to be told any certain thing more than once?

Can you figure in your imagination what the effect would be all around if everybody was so alert and in earnest that they could and did take everything which was told or demonstrated to them in their minds in such a way that the same thing need never be said to them again?

What a relief to the patient, painstaking teacher to have such a pupil!

What a relief to the child who is constantly nagged by parent or teacher to get results and get them quicker!

How much faster a workman could get to the top of his line if he gained the reputation of taking and assimilating the ideas of the boss so that the one interview would be enough on any one issue.

"An impossible ideal!" you say, but it is quite within the realm of possibilities to make this condition obtain much more generally.

Are you interested enough to pay attention to the next order or suggestion which is given to you, so that you will make the thought your own as soon as you hear it? Try it out today!

"—What the B. & O. Does with Seven Feet of Carpet, a Souvenir Postal, a Rubber Stamp and Six After-Dinner Mints."

The Little Schoolmaster's Classroom

THE first lesson this week is on "Creating Corporate Personality, or What the B & O Does with Seven Feet of Carpet, a Souvenir Postal, a Rubber Stamp, and Six After-Dinner Mints."

The Schoolmaster had to go to Washington. Recalling the advertisements in the New York newspapers announcing that the Baltimore & Ohio Railroad trains leave from Pennsylvania Station on Seventh Avenue, New York, and never having traveled on the B & O but being willing to try almost anything once, your mentor reserved a seat on the B & O train leaving New York at 2:25 P. M.

A vague impression prevailed in the Schoolmaster's mind that for some reason or other the B & O was rather well thought of down South though for the life of him all he could remember about the road was that Daniel Willard is or was its president, and a snatch of a refrain from one of the old cylindrical phonograph records ending, "On the crooked B & O—Put me off at B-u-f-f-a-l-o."

The trip to Philadelphia did not develop any noteworthy incident. In fact, it was not until the Schoolmaster started for the dining car after leaving Wilmington that he became really conscious of the B & O as a corporate personality. As he stepped from the last Pullman platform into the vestibule of the diner he noticed that a strip of carpet some seven feet long was spread from the Pullman door to the diner door, covering the wobbly bumper-heads that usually make such precarious footing.

"Rather thoughtful," noted the Schoolmaster.

Entering the car he was assigned a table by the "captain," and a menu and order slip were placed before him. Rubber stamped on the order slip was the information "The steward in charge of

this dining car is Mr. H. R. Mass." There was nothing new about this featuring the name; they do it at the ticket offices at Grand Central. Nevertheless it did take off the edge of the impersonality of the car, for here was a man the Schoolmaster could call by name if he wished to. And he did.

Turning to the menu, he found that the top section was illustrated with a view of Harper's Ferry, West Virginia, "on the Main Line of the B & O Railroad," in full color. Closer scrutiny developed that this section was perforated and formed a post card, "Compliments of Dining Car Department, Baltimore & Ohio Railroad." This was just what the Schoolmaster wanted, to drop in the box addressed to his boy at home the minute he reached Washington. Very thoughtful.

"What's this Baltimore & Ohio Special Dinner, \$1.25?" inquired your pedagogue, addressing Mr. Mass.

Mr. Mass described the meal "Sounds good."

"Oh; it is sir—very good. Whatever you see marked 'B & O Special' you can know is good." He said it, not boastfully but with conviction tinged with pride. That settled it. And there was a friendliness and hominess about the feeling that one could safely take "pot luck" on the B & O!

When the last bite of the delicious "B & O Special Dinner" was safely tucked away under the Schoolmaster's belt he had just one fault to find with the road. He liked its seven feet of carpet connecting the vestibules, and he appreciated the souvenir postal, and he was pleased to be able to know somebody in the car to call by name. But why did they tempt a traveler into eating more than was comfortable?

Whereupon he looked down at a silver tray which the waiter had

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Jan. 12, 1922

just placed in front of him, and lo!—a little roll of six after-dinner mints, "Compliments Baltimore & Ohio Railroad."

It seemed to the Schoolmaster almost as though he was a guest of Mr. Willard!

And so, as he sits here in the Pullman, still an hour out of Washington, promising himself to go back on the B & O, your preceptor writes this little lesson while it is fresh in his mind. For if a great, soulless railroad corporation can get its personality across so effectively—and so profitably—with a seven-foot strip of carpet, a souvenir postal, a rubber stamp and six after-dinner mints, all of which the traveling public really pays for anyway, does it not offer a big lesson to other businesses which would profit greatly did those whose mission it is to express them, study a bit harder to create a more definite, a more pleasing corporate personality?

There is nothing new in this lesson. It is merely the old, old principle of taking thought of the little things that count for so much in life and making them do a big job of friend-making for a corporation that is otherwise inarticulate.

Baltimore & Ohio Railroad
— the road of personal service

Here's a Crew that Makes Every Pound of Coal Count

By R. A. Vernon, Road Foreman of Engines, Newark Division

THE accompanying photograph is of engine 889 operating on trains 57 and 58 between Zanesville and Parkersburg. It stands at the head of our individual fuel performance for November, 1921, a result brought about by the close cooperation of the engine and train crew who appear alongside of the engine. The men in this line are in order: First, Engineer A. B. Preston; Conductor E. T. Raymond; Baggage-man C. E. Cook; Fireman Sulvanus Stone and Brakeman D. V. Brithgan.

Mr. Reynolds is one of our passenger conductors who is making a special effort to save fuel and, with the cooperation of his crew, has assisted this engine crew materially in going to first place on our individual fuel performance for November. He is much elated over the result, as these men have been operating this run for some time and are working together and feel they can accomplish as much as any crew in regard to economical operation.

The performance of this crew has been close to the top each month, but on account of having a number of energetic competitors it has required close attention on the part of the entire crew to reach a percentage that would put them at the top. However, they continued their efforts until they reached the best performance on the Newark Division, and

have been helpful in stimulating interest in coal saving on the part of other crews.

There's Something Coming to Jo!

Chapter I

WASHINGTON, D. C., January 11, 1922

When Joseph Boland, age 15, woke up on the train enroute from Bloomfield, Pa., to Washington yesterday, he found that his dad, who had accompanied him, was missing. Joseph



Just Jo

arrived in Washington, bewildered and miserable, not understanding why his father should do such a thing. Joe is Irish and has a rich brogue and nice manners. The Travelers' Aid Society is searching for Joseph Boland, Sr., who left the train close to Pittsburgh. Photo shows the lad looking at the time table for the place where he says his father left him.

Chapter II (later)

Joseph Boland, Jr., is not Joseph Boland but Joseph Burns, who told the story of his father having left him on the train, when in reality he had run away from his home in Pittsburgh. He said he was just over from Ireland and wanted to see America. This morning Joseph's father made a trip to Washington and you can guess what will happen to the prodigal son when his dad gets him back home in Pittsburgh.

Conductor "Eddie" Hough a Good Doctor

By E. V. Baugh,
Superintendent Dining Cars

TRAIN 5 was leaving Pittsburgh, December 14, 1921, and Conductor "Eddie" Hough was taking up the tickets in the ladies' coach when he found a lady traveling with a small baby that had a very bad case of colic. He had a package of Baltimore and Ohio mints in his pocket. He went back into the baggage car, heated some water over his lantern, dissolved two of the mints and then gave the result to the baby. The answer was—exit colic!



The names of these sterling coal savers on the Newark Division will be found in the above article

Traffic Department

Passenger

Advertising Washington

"WASHINGTON is the historic centre of the United States. Nothing so increases patriotism as a visit to the Nation's Capital where America has written her history in sacred relics, memorials and magnificent architecture. Here are assembled the political, military and diplomatic forces that are making these United States a world power. It is the duty of every citizen to see Washington and realize more fully the greatness of his Nation."

More than fifty years ago the Baltimore and Ohio Railroad was known as the "Nation's Highway" because it opened up a great avenue of rails between Washington, the Nation's Capital, and the great West and Northwest. Washington, the brains and heart of the Nation, is "first in the hearts" of our countrymen in everlasting perpetuation of her glorious namesake. It was not always "first in war" in the sense of beginning a war; rather the contrary, but it was and is "first in peace."

There is a lurking desire in every soul and body in America to see the Capital City at least once in a lifetime. But simply seeing is not knowing, and in the busy turmoil of life, procrastination too often has interfered with the up-building of a real national citizenship that can only be inspired by a knowing visit to Washington.

An acquaintance with Washington cannot be obtained alone through text books, as such acquaintance would only be perfunctory or academic. But to see Washington, and feel Washington by personal experience is an inspiration for a new and real patriotism, which this great commercial country of ours needs.

To this end the Baltimore and Ohio Railroad, the pioneer of American Railroads, has already begun a comprehensive campaign of publicity, to stir Americans to procrastinate no longer, but to go to Washington and sense the feeling that they are integral units in the affairs of the Nation.

Most careful thought has been given to this subject, and the best possible means of accomplishing the purpose have been decided upon. It is determined to awaken the Public first to the human interest affairs of Washington through the means of the most recognized organs of publicity.

There is now appearing in three of

the great standard publications' illustrated advertising copy calculated to touch the responsive cords of patriotism in all true Americans. Reproductions of this copy on a larger scale will be posted conspicuously at all stations on the Baltimore and Ohio Railroad; all literature issued by the Baltimore and Ohio Railroad will take up the thread and tell in different ways of the importance of Washington.

A descriptive book on Washington is published, to be given to anyone who seriously contemplates a visit to the great American Mecca.

A great awakening of the necessity of true patriotism was brought about at the burial of the Unknown Soldier. It is too bad that all Americans could not have been at Washington on that day, but the story will be

given in a pamphlet that can be kept and read.

Passenger representatives of our Railroad have been to Washington and have been systematically educated by going from place to place and seeing the things that the city contains, so that they can tell others of the wonders of the national capitol.

The school teachers of the country will be provided with all of this literature.

Washington is above every other place in America; it is a great thing to see the great wonders of the world and especially those of America, but it is greater still to know and feel Washington and have a lasting memory of its patriotic shrines.

Every employe of the Baltimore and Ohio Railroad will read this literature; will feel its importance; will convey its importance to others, and in so doing will help to build up a citizenship more necessary at this time than at any other stage of the country's history.

The Tomb of William Henry Harrison

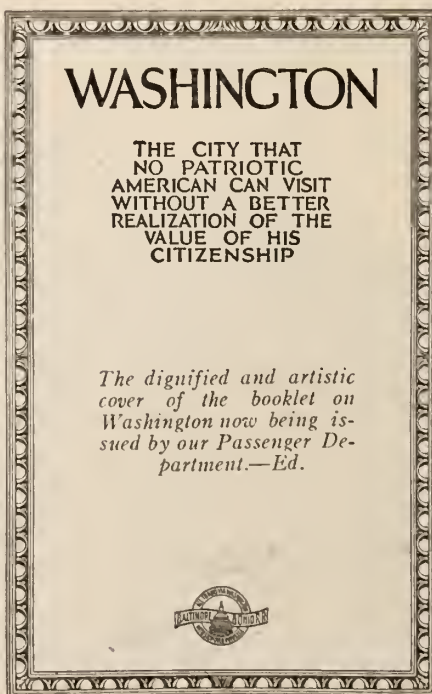
NORTH BEND, Ohio, located just 15 miles west of Cincinnati on the St. Louis Division, is destined to become quite an attraction and of deep interest, especially to history loving people. Strange as it may seem, little thought has been given to the fact that at North Bend is located the tomb of General William Henry Harrison, ninth president of the United States and the first president to be elected from the state of Ohio.

The Harrison tomb overlooks the beautiful Ohio River and is situated on a knoll to the north of the Baltimore and Ohio tracks, a very short distance west of North Bend Station. It can be viewed from Baltimore and Ohio passing trains.

The site of the tomb, which has long been neglected, has been taken over by the state of Ohio, and several acres of adjoining property added thereto, the intention being to create a State park.

The park is to be known as the William Henry Harrison Memorial Park and a large sum of money has been appropriated by the state for such improvements of the property as will tend to make this park a very attractive one.

Recently elaborate ceremonies were held under the auspices of the William Henry Harrison Memorial Association, which were participated in by school children from Cincinnati, Harrison, Cleves North Bend and surrounding territory as well as by prominent citizens of Ohio.



The occasion was the first step toward the rehabilitation of the historic tomb and the erection of a

memorial gateway, and was initiatory to the formal dedication to take place when the work is completed.

Freight

"Treat 'em Rough" Dinners

OUT Chicago way, the force in District Freight Agent Melone's office have organized a monthly dinner club for "Get together—Stand together—Treat 'em rough" purposes, both personal and official.

Every attache joined and Mr. Melone was chosen permanent chairman. The big idea is a monthly dinner and friendly talk for social and business purposes, to improve the personal relations of the boys and strengthen their efficiency as freight collectors.

Each month an official of the Baltimore and Ohio is invited to give a talk of an educational character. The first dinner was given in November. Stuart A. Allen, freight traffic manager, was the guest of honor. He liked the proposition, made a good talk, and at his own request the rules were suspended and he was unanimously elected a permanent member.

The second dinner was a bigger hit when, with Mr. Allen came George M. Kridler, general freight agent, who by interlocutory methods developed a most instructive general talk, and like Mr. Allen, Mr. Kridler fell for the Club and the Club took him in also as a permanent member.

The next dinner was held early in January when we had Terminal night. Officials of the C. T. were called on to tell about the Terminal and how Baltimore and Ohio men can best help it.

All the members are enthusiastic about the club and the good these get together dinners do, both socially and in a business way. Absolute informality prevails and in the informal talks, each member says what is on his mind. It is planned in the near future to have operating dinners, when West End operating officials will be invited to give talks; also Agents' Nights when our agents will be invited to be guests and give information and advice.

It will be observed from the foregoing that "Melone's Colts," as the Chicago solicitation force has been nicknamed, have a thorough appreciation of team work and are determined to leave no straw unturned to show what is in them and to make the Chicago solicitation staff one of the big assets of the Baltimore and Ohio. In fact, today the Chicago

staff refuses to take its hat off to any eastern competitor or western connection and is determined to hold that position.

New Castle Teamwork

ON the New Castle Division a drive for increased business was agreed upon for August, 1921, a certain figure having been set, and with all shoulders to the wheel, assisted by Transportation Department employees, we went "Over the Top" at practically every station.

Other divisions, encouraged by this good showing, took similar action, with the result that our revenue and tonnage increased perceptibly, evidencing fine loyalty among our employees.

West Fairport Record Grain Handling

A SPLENDID record of handling grain through elevators at West Fairport, Ohio, was made on November 29. Steamer "MARTIN MULLEN" with cargo 251,000 bushels corn, arrived at the elevators 10.45 P. M.

Started unloading..... 7.00 A. M. November 30,
Stopped unloading..... 11.45 P. M. November 30,
110 cars loaded.

Started unloading again . 7.00 A. M. December 1.
Finished unloading..... 4.45 P. M. December 1.
67 cars loaded.

Vessel cleared 5 P. M.—actual unloading time 23½ hrs. vessel to cars.

Elevators handled almost 11,000 bushels per hour, which is great service for a house thirty years old.

Good Service Brings Home Bacon

A SOLID train of 50 empty flat cars, privately owned, was secured from an automobile concern in Charlotte, N. C., to move to Flint, Mich. Quick movement was made via Baltimore and Ohio and other lines. Immediately there was a return movement of 56 carloads of automobiles.

Time made on return movement was so satisfactory that we were rewarded by a 50 car empty movement back to Flint to be again loaded with automobiles via same route. The result was a splendid increase in revenue for the Baltimore and Ohio.

Statue of Jeanne D'Arc

STEAMER "Paris," arriving in New York several months ago, carried, in addition to the distinguished guest of the American Legion, Marshal Foch of France, a reproduction of the most cherished statue of that country's girl saint—Jeanne d'Arc.

Like historic traditions, in our care was entrusted the prompt and safe movement of the monument to our Capitol, where, after erection, it was unveiled on January 6, the birthday of the Maid of Orleans.



Tomb of William Henry Harrison, at North Bend, Ohio

Photo. by J. C. Kelley

Safety Section

The Success of Safety First

By R. N. Begien,
General Manager, Western Lines

WHEN Safety work was started, opposition was met because men were requested to refrain from doing things that they had been accustomed to do in a certain way. For example, an effort was made to break up the practice of going between moving cars to adjust couplers. This custom had come down from the link-and-pin days. It was also difficult to get shopmen to wear goggles to protect their eyes.

Notwithstanding that these and other dangerous practices were daily taking a ghastly toll, men were accustomed to working along certain lines, and the call to change naturally caused them to question "Why?"

Had the management made the mistake of ignoring the question and issued arbitrary orders without taking pains to explain, the movement would never have progressed as it has. But they realized that the essential thing was to make the reason plain so that men would voluntarily adopt the principle of Safety, and the work has been conducted along educational lines for that reason.

Proceeding at the outset on the lines of breaking up practices that subjected men to unnecessary risk, the work was extended to precautionary measures to make safe working conditions. Improved measures for the preservation of health followed as a natural sequence.

The work has succeeded because it is fundamentally sound, and because the men now realize this and are co-operating to protect themselves and their fellow-workers from needless risk of injury.

Railroad men are to be congratulated for the manner in which they supported the movement. The demonstration of its practicability resulted in the work being taken up by manufacturing and other operations, and it can be said without fear of contradiction that working conditions are generally better than they were a few years back, due to the fact that when the movement was in the test period our men had the intelligence and good sense to see that it was a good thing, assisted in getting the work started and ever since have shown a spirit of cooperation in

keeping interest alive. This is important, as "eternal vigilance is the price of Safety."

Safety is a success because the men have made it so. It is a work in which every man has his part to do. In the doing of it he protects himself and family by avoiding unnecessary risk and also avoids careless acts that might imperil the life or health of his fellow workmen.

This Safety man thus has become an asset to the community in which he lives.

The Engineer and the Grade Crossing

By Engineer J. C. Barrett,
Baltimore Division

AMONG the many difficult problems of the Safety movement is the prevention of accidents at grade crossings. Here the locomotive engineer plays an important role. But does he realize this? Of course, he is acquainted with the rule which requires him to sound the whistle on approaching grade crossings and to have the bell ringing. Very likely he prides himself on being a one hundred per center in obeying this rule. But should he be satisfied with that? Why not try to live up to the spirit of the rule as well as the letter! Does he realize that the intent of the rule is to save human lives? Does it occur to him to interpret the rule to suit local conditions? Would it not be a good idea to sound the whistle twice or three times on approaching a particularly dangerous crossing, and at certain times, when highway traffic is likely to be heavy, more especially if the view is obstructed, so as to avoid any possibility of not being heard.

We should not be satisfied with the minimum effort prescribed by the rule. Surely, the saving of one human life will recompense a thousand times for constant maximum effort.

It should not be forgotten that people look for a train at grade crossings, as well as listen for one, which ought to make us doubly careful about our headlights.

An engineer ought not to be satisfied with his own efforts to avoid accidents at grade crossings but should consider it his duty to see that crossing watchmen are on the job and observe and report failure of the mechanical warning devices where they are used. If an engineer is fortunate enough to own an automobile, he can do quite a little bit of propaganda work in the interest of safety when about the garage where he stables his car and among his acquaintances who own automobiles. No sensible man wants to be run down by a train and the majority will welcome safety hints coming from a reliable source. Of course, grade crossings will never be absolutely safe, but until they are abolished, it is our duty to try and make them as safe as possible.

The Dollar Side of Safety

NOT so many years ago accidents were "all in the day's work." Employers, executives, foremen and workmen alike took this attitude. Men took pride in their scars and boasted of narrow escapes. In shop, mill, factory and shipyard, the man who was not willing to take a chance was looked upon as a coward.

But there came a day when the "all in the day's work" attitude toward accidents came under the cold, calculating scrutiny of a few men—business executives and engineers—who saw a big opportunity not only to save human life but at the same time to wipe out an enormous economic loss. They analyzed the situation and found that when accidents were considered an unavoidable part of the day's work, a full day's work was never done. They found also that 75 per cent. of the accidents could be prevented, and that often as an incidental result efficiency was increased from 10 to 100 per cent. And so for both economic and humanitarian reasons the old attitude toward accidents was discarded and a new era of safety and efficiency dawned in thousands of progressive industrial organizations, large and small. Today the prevention of accidents has become a most important and inherent part of the day's work in the modern industrial plant. The day's work now means a day's work.

—The Nation's Business.

Here Lies

Miss G. M. McBride, Correspondent,
Dayton, O.

Here lies "Bill" Brown—
His big Tin Six
And locomotives
Wouldn't mix.

Take It from Me—Don't Ride Leading Footboards of Locomotives

By W. B. Patton,
Charleston Division.

ACCIDENTS due to men riding on leading footboards of locomotives are so frequent that it seems to me that if employes will not of their own free will take care of their lives and limbs, we should take action to compel them to do so, for the sake of their families and comrades.

Nothing is more foolish than for a man to deliberately put his hand in the fire. Then why does it not follow that a man who deliberately puts his arm or his leg in danger is equally foolish? True, many old time railroad men will tell you that they have been doing it "that way" for years, and nothing has ever happened, but sooner or later the day will come when the foot will slip, and no one can foresee the result.

It seems to me that the enforcement and compliance with the Railroad Company's rules on this subject are so much a matter of ordinary common sense that it should not be necessary to do more than explain to the new comer what is expected of him, and what the rules of the Company are. Then if, after warning, he will not comply with them he should be disciplined. If a man violates the operating rules of the Company, he is disciplined. Why is it not equally an offense against discipline if he fails to comply with *safety* rules?

A man who will not take care of his own life, will not take care of the lives of his fellow employes, and will not, as is his sworn duty, take care of the lives of passengers entrusted to his care. Therefore, he is NOT a safe man to be employed on a Railroad and should be sent to the farm where he belongs.

The Lesson I Learned from "Bulletin 70"

By J. A. Subject
Locomotive Foreman, Lorain Shop

I LEARNED many lessons from "Bulletin 70," lessons new and lessons old, yet withal so interestingly portrayed on the screen that they bore every appearance of novelty. And taking them in their entirety I feel safe in declaring that the greatest lesson that I derived was: "The Exercise of Caution, Why—Where—and How."

CAUTION—What is the meaning of the word? Simply this, the act of playing safe. It does not mean a hesitating or undecided manner of

doing things; in fact, it is the antithesis. There are two ways of performing an act, either correctly and intelligently, or incorrectly and thoughtlessly. The former is the cautious way and the safe way, for intelligence begets caution.

Why be cautious? For your loved ones, your fellow workmen, and yourself! There is no one of us so completely alone in this world that his injury or death would not cause some hardship and suffering. The man who is head of a family becomes a criminal, in effect, when he takes needless chances. He is no longer a free agent when he assumes the responsibility of dependents, and he must always consider them first.

There is a gambling trait in human nature, a readiness to take chances that often are a short cut to death. "Bulletin 70" gave a vivid portrayal of the evil results that follow from a workman employing unsafe practices, that ended disastrously both to himself and his fellow worker. And I was convinced that any man who wilfully and habitually disregards

the Safety rules, should be disciplined, as he is a menace to all with whom he comes in contact.

Where be cautious? In a broad sense, everywhere, but especially when employed in a hazardous undertaking, when others' lives or limbs are endangered by your actions. But since the simplest job can be made extremely dangerous through thoughtlessness, caution should be exercised always.

How to be cautious? Through knowledge and practice! Learn the fundamental rules of Safety and use them in your daily work. Use your head for the primary purpose God gave it to you. Keep out of the paths of danger when it is not required and when it does become necessary, **STOP, LOOK and LISTEN.**

Songs of Safety First
Lies slumbering here
One William Lake;
He heard the bell,
But had no brake.

—Detroit News.

CARELESSNESS



BE CAREFUL

This well-drawn and forceful cartoon is the work of Walter Wentworth, pipe fitter helper at the East Dayton roundhouse. Edward M. Mannix, correspondent for the Toledo Division, sent it to the Magazine and advises that Mr. Wentworth is going to let us publish more of his cartoons from time to time. Pictures tell a story better than do words and we are glad to have Mr. Wentworth's help.



Heredity

You have a strong, healthy body! Are your children as fortunate?

By Dr. J. E. Hurley,

Medical Examiner, Pittsburgh, Pa.

HEREDITY may be defined as the transmission of physical and mental likeness from parent to offspring. It is a matter of every day observation that the parent is like the offspring, which raises the question, "Why is the likeness transmitted and how does the offspring inherit the peculiarities of parents?" These questions are very difficult and have not been fully answered.

The old doctrine of the naturalist was that all life is derived from an egg. The doctrine of the modern naturalist is that all life proceeds from a cell, for an egg is nothing but a complex or a differentiated cell. It is the germinal vesicle of the specialized cell of the egg that fundamentally contains life. All else of the egg is merely concentrated proteid food for the nourishment of its growing inmate, or shell for its protection during the period of incubation.

The most ordinary observer recognizes everywhere the difference between life, both animal and vegetable, and mere sticks and stones. He sees that the crucial test of life is ability or inability to produce after the manner of the kind—animals, animals; vegetables, vegetables.

Confining ourselves to these few paragraphs dealing with the scientific aspect of the subject, for ob-

viously we cannot delve into the Darwinian theory, nor, for the same reasons, can we discuss the theories and explanations of Weismann, which are said to have an advantage over Darwin's in that they are simpler, let us briefly consider what Heredity means to each of us.

Heredity in Plant Life

Those who were raised in the country or on a farm may remember with what care the farmer selected his "seed" for the next season's crop. He felt that too much care or attention could not be given to this task, knowing full well that the better the "seed" that went into the ground the more fruitful the crop and, as naturally follows, the greater his profits. Just go back a few years, those of you who had to do with this subject, and think how very particular you were about your "seed" corn, how you carefully set aside your "seed" potatoes, and ask yourself why you did this. Was it simply because of tradition, simply because your fathers did likewise, or did not your instinct and training tell you that it was the proper and better way?

Heredity in the Lower Animals

Turning from the field to the barnyard, note the great strides being made on all sides in the improvement of the stock. No longer will any old scrub do. The farm journals and agricultural schools have been teaching and talking and writing in season and out of season, to farmers on how they may improve their stock and why they should do it.

Do not these illustrations relating to vegetable and animal life explain, in a sense, what might come under the general subject Heredity?

Heredity in Humans

If it is of value to insist upon selective methods to improve the vegetable and animal kingdoms, is it not of more moment that we should strive for as near perfection as it is possible for us to attain in the human family? This statement may seem to some to savor of Eugenics*, which subject was quite to the fore a few years ago. However, it is far from my purpose or thought to treat of this movement, the morality and ethics of which have been an issue for considerable heated discussion pro and con. What I have in mind is very much less disturbing.

We are all familiar with such homely old sayings as "like sons," "a chip off the old block," etc., but do we apply them in thinking of ourselves in a physical way? Are we careful enough with our bodies to see that no disease is transmitted by us, in so far as we personally are able to govern this very important matter, to our offspring? Rather should we not so live, in the observance of all laws of nature as understood by modern scientists, that we may transmit to our offspring a sound mind and a sound body?

Is Tuberculosis Inherited?

For example let us use Tuberculosis. Though there is now a school of thought which finds fault with those who stress the idea that Consumption, as it is popularly called, "runs in families," still there remains a goodly number of old fashioned folk who believe that hereditary influences do have something to do with it, that they do play a part.

No doubt both camps have written to extremes in defending their pet theories, but be that as it may, we all now are agreed that by proper observance of the most elementary laws of sanitation, such as plenty of fresh air, sunshine, wholesome food, rest, cleanliness, and so on, we may keep our bodies in such a physically fit condition that we are able to throw off the Tubercle Bacillus even though it does attack us. In doing this we never lose sight of the fact that by keeping ourselves in good physical condition, we are merely laying a healthy foundation to pass along to those who are to be our descendants and their descendants.

Resistance and the Parable of the Sower

No more graphic picture to vividly fix its impression upon the mind in demonstrating the relative values of a healthy body and one in a depleted state in its resistance to the Tubercle Bacilli, could be drawn than the one sometimes used of the Parable of the

* The New Standard Dictionary defines Eugenics as "the science and art of improving the human race by applying the ascertained laws of inheritance of characteristics to the selection of marriage mates, with the aim of securing to the offspring a desirable combination of traits, including resistance to untoward conditions;" term first used by Sir Francis Galton in 1884.

It defines Negative Eugenics as "the science and art of preventing the procreation of weak and defective persons, including the practice of segregating the sexes during the reproductive period and rendering sterile the highly unfit."

sower who went out to sow his seed. The late Dr. Osler, in explaining that the ultimate result in a given case depends upon the capabilities of the body to restrict and limit the growth of the bacilli, puts it this way: "There are tissue-soils in which the bacilli are, in all probability, killed at once—the seed has fallen by the wayside. There are others in which a lodgment is gained and more or less damage done, but finally the day is with the conservative, protecting forces—the seed has fallen upon stony ground. Thirdly, there are tissue-soils in which the bacilli grow luxuriantly, and the day is with the invaders—the seed has fallen upon good ground."

Heredity and Syphilis

What is said about Tuberculosis applies with equal force—surely with less possibility of any academic difference of opinion as to its positive transmission—to one of our communicable diseases, Syphilis, which is very prevalent in spite of all that has been done by the medical fraternity in general and the United States Public Health Service in particular, in disseminating literature, public addresses, etc. Certainly the statistics forthcoming from these agencies are appalling. If

we would but digest the facts given to us by such indisputably authentic sources, with special thought as to their bearing upon unborn generations, we could not help but realize in its full significance just what an all-important thing this Heredity is.

During the mobilization of our forces during the World War a number of cantonments had so many men suffering from Syphilis that they had to be segregated in whole companies and battalions. The prevalence of this plague is appalling. A warning against its dire results upon the children of affected parents, can hardly be made too strong.

With these brief paragraphs offering some concrete examples of what we are endeavoring to make clear, let us conclude by citing what we have all noticed: that when a person has achieved sufficient greatness to give him prominence among his fellows, the usual thing is to write a history of him. In these stories one invariably notices that the author studies the man and his ancestors, judging rightly that, the virtues and traditions of ones progenitors cannot but influence his principles and activities. Still, for those who do not attribute much importance to this question of

Heredity there surely is a meed of comfort and consolation in Bobby Burns' "A man's a man for a' that."

Soldier Memorial Erected by Tyrone Division of the Pennsylvania Railroad

THE accompanying picture is of the beautiful memorial erected by the officers and employes of the Tyrone Division of the Pennsylvania Railroad Company to the 231 officers and employes of the same division who left their employment to serve with the armed forces of the United States in the World War. Eleven of these service men died or were killed in action.

This is probably the only memorial of its kind in this country, and is striking in its simplicity and ruggedness. The bronze doughboy and statue represent a work of art such as is seldom seen; indeed, the bronze doughboy seems a work not carved by human hands.

The huge native boulder on which the doughboy stands was taken from the Allegheny Mountains, near Tyrone, and weighs over forty tons. The memorial stands in view of all passing trains. (Note the perfect bear face on the stone to the left.)



Monument to soldiers of Tyrone Division, Pennsylvania Railroad, Tyrone, Pa.



Philadelphia, Pa., to Camden, N. J., Bridge

When completed, this bridge will be the longest suspension bridge in the world

THE earliest record of a definite project to construct a bridge across the Delaware River between Philadelphia and Camden was in 1818, when the application was made to the Legislature of New Jersey and later to the Legislature of Pennsylvania to build a bridge from the Camden shore to Windmill (Smith's) Island, a distance of 2200 feet, leaving the remaining distance to the Pennsylvania shore to be covered by a ferry.

There does not appear to have been any organized effort to secure a bridge over the Delaware River until the Legislature of New Jersey by Act approved the 17th day of April, 1914, provided for the appointment of a Commission with "power to construct one or more bridges or tunnels under or over a navigable stream or river which is a boundary of the state." This Commission was not fully organized until 1916. It retained the services of consulting engineers to make a study and report on the Delaware River crossing, and in 1918, the Commission presented



its report, suggesting a bridge at the Arch-Cooper Street location, advising against the use of a tunnel.

Further preparatory measures were considered by New Jersey and Pennsylvania, and by the city of Philadelphia, until, in 1919 the Legislatures of Pennsylvania and New Jersey passed uniform laws, creating the present Delaware River Bridge Joint Commission, with full power and authority to proceed with the construction of the bridge. This Commission on September 24, 1920, engaged a Board of Engineers for the preparation of a report on this project.

On June 9, 1921, this Board, after having carefully studied the character of foundations, conditions of traffic, land values and costs at the most favorable sites for a bridge over the Delaware River connecting Philadelphia, Pa., and Camden, N. J., recommended that, "by reason of the most favorable traffic conditions compatible with reasonable cost, the bridge be located starting in Philadelphia from a point on Sixth Street midway between Race and Vine Streets opposite Franklin Square and crossing the river in a straight line to Pearl and Second Streets in Camden, then curving southward to a point on Penn Street midway between Sixth and Seventh Streets.

"That the structure cross the river with a single span 1750 feet long center to center of main piers providing an unobstructed opening for navigation between pier-head lines;

"That the overhead clearance above mean high water be 135 feet over a width of 800 feet in the center of the span;

"That by reason of greater economy and greater ease and safety of erection and shorter time required for construction as compared with the cantilever type of bridge, the main structure be of a two cable suspension type;

"That the Bridge and approaches be built to provide a single deck carrying an unobstructed roadway for six lines of vehicles, also two lines for surface cars and two lines for rapid transit, and that two ten-foot sidewalks be provided above the roadway;

"That the foundation caissons of the main piers be sunk to bed rock, which is within practicable depth at the recommended location."

The estimated total cost of the bridge and approaches, including land damages, will be \$28,871,000, apportioned as follows:

State of Pennsylvania . . .	\$ 8,221,000
State of New Jersey . . .	\$12,429,000
City of Philadelphia	8,221,000

Total \$28,871,000

The recommendations, as submitted by the Board of Engineers, were accepted in their entirety, by the Delaware River Bridge Joint Commission, and the work of underground exploration of sites for piers and anchorages in order to determine their elevation commenced September 2, 1921. Contracts for the piers were to be let in December, 1921, followed by supplemental contracts for anchorages, steel towers on piers, cables, paving, etc., as the work progresses. It is anticipated that the construction of this bridge will be sufficiently advanced as to admit of passenger and vehicular traffic during Sesqui-Centennial Year (1926), although full ornamentation and other similar work will not take place until after the bridge has been opened to the public.

For the two states that, by joint legislation, have prepared the way for the construction of this bridge (which was under contemplation over a century ago), it is a logical and proper extension of their state highway systems. It is to be also a direct link between the inter-related communities on the opposite banks of the river, one of which, the City of Philadelphia, will directly share in the cost of its construction. Its location was chosen with a careful balancing of the ends that it is hoped to attain and the interests of the communities concerned. It is expected to accommodate all the classes of vehicular and passenger traffic now crossing the river, and its location was based on a reasonable compromise of their different demands and desired routes of travel, and to provide for the increase in this traffic during the years to come.

Note—The Magazine desires to thank Messrs. Jos. K. Costello, Secretary, Delaware River Bridge Joint Commission, and A. W. Munsell, Assistant Engineer in charge of Boring, through whose courtesy in giving our representative the necessary information, this article was made possible for publication.

Washington and the Ballot

THE constitution of the Communist party specifically provides that no one whose income principally comes from rent, interest or profit may be a member. The same idea—namely, that possession of capitalistic power makes a man an enemy of society—was argued by Morris Hillquit, "the brains of the Socialist party," at the Albany hearing. Lenine, except against the peasants, has applied the rule. A Russian who dares save to provide for his old age is an infamous bourgeois and to be excluded from any part of the Government.

So George Washington should not have been allowed to vote or to command an army or to preside over the constitutional convention or to be President. He refused all remuneration for his public services and barely lived on income from property.

Washington's personal expenses when engaged in public pursuits aggregated \$64,355.30, but when his bill was finally paid he received paper worth but five cents to the dollar. He bought public securities to about one-tenth of his estate, and seven-eighths were never paid. But he lived on accumulated wealth. The hideous fact cannot be denied. He died seized of an estate which inventoried \$530,000. He was the richest man in the United States, and plainly merited absolute exclusion from citizenship and the most condign punishment.

Hamilton, Jefferson, Jackson, Lincoln, Roosevelt and many other once well-considered Americans lived on property income, even as Mr. Hillquit is said to do now. But such things must not happen again. The atrocious thrift habit must be rooted out. Men, like pigs, must immediately consume everything they can lay hold of; the man who has one shirt must concede all power to the shirtless.

—N. Y. Tribune

Recommends Savings Feature

GLENWOOD, PA.,

December 26, 1921.

MR. W. J. DUDLEY,
Superintendent, Relief Department,
Baltimore, Md.

Dear Sir—I assure you and the Relief Department that I highly appreciate what they have done for me toward getting a home. I have also recommended the plan to my friends and associates and expect to do so in the future.

It is surely a great opportunity for the employees of The Baltimore and Ohio Railroad Company to become owners of property.

I have been an employe in the Baltimore and Ohio since 1880. I started at Connellsville in the Machine Department just after leaving school. I have never been discharged and have never quit my job. I am now engineer of trains 5 and 6 between Cumberland and Pittsburgh. I surely wish the Baltimore and Ohio Relief Department the greatest success, and hope that the good work and prosperity will continue.

Very sincerely yours,

(Signed) DANIEL QUINN, *Engineer*,
5217 Gertrude Street,
Pittsburgh, Pa.



BALTIMORE AND OHIO MAGAZINE

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GEORGE B. LUCKEY, *Staff Photographer*

Why Are Not More Crews Riding Coal Trains East over the Mountain?

The facts set forth in the following paragraphs, reprinted word for word from a bulletin issued on January 24 by the Department of Commerce in Washington, go far in answering the above question. We publish them in the hope that they may suggest to some of our employes the fact that the high operating costs of a great industry like coal production have a most unfavorable effect on their prosperity as transportation workers, as well as on the prosperity of the miners and the workers in other related industries. We quote:

Largely because of the non-profit prices of the British, their coal exports for the months of August, October and November increased 32 per cent over corresponding months of 1920; whereas, United States exports decreased 44 per cent in the same period. Shipments of British coal have actually been made to the West Indies, a market held exclusively by the United States for twenty years. Dur-

Looks Like A Bad Time To Insist On Standing Out On Top



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ing the period November 3 to December 30, eight cargoes, including two to Colon, were cleared from South Wales ports for the United States Pacific Coast and for Honolulu.

The *c. i. f. costs of British coal at West Italian ports are from \$0.65 to \$2.35 lower than the c. i. f. costs of United States coal, the difference depending on grade and kind; at Rio the British *c. i. f. costs are from \$0.21 higher to \$0.52 lower than for United States coal.

British mine wages are now at rock-bottom, since they are now at the minimum fixed by the agreement of 1921. In the three chief coal fields, those of South Wales, Northumberland and Durham, the average wage per week for coal hewers is reported to be 57s. 4d. or about \$12.04 (conversion into United States currency being made on the basis of 1 pound—\$4.20). British wages in these fields have since March, 1921, been reduced on an average of about 46 per cent. American wages are still at wartime levels.

* c. i. f. means cost, insurance and freight.

Leave Your Name!

We use the telephone because it is convenient and because we want to get quick action. Often, however, we don't let it be as efficient as it can be. Take the case of the person who wishes to talk with a certain individual, but who refuses to leave his name—it comes up frequently in telephone messages to the MAGAZINE office.

The result is that often the person calls three or four times in a forenoon or an afternoon. But if such person would only leave his name, the person to whom he wishes to talk could probably be put in touch with him over another 'phone. Failing to leave his name he unnecessarily multiplies the work of the central operators, he unnecessarily troubles the persons in the office being called, he fails to accomplish his mission and, not unnaturally, he sometimes gets peeved.

When leaving an office the business man usually leaves word with his force where he expects to be and at what time. Or if he is gone a couple of hours or more, he keeps in reasonably frequent touch with his office so as to learn of any important developments. On such occasions he can learn of persons who wish to reach him by telephone and get in touch with them immediately from the place in which he happens to be.

A time saver, a trouble saver, a temper saver—why not leave your name when you telephone?

Chivalry Still Lives!

Baltimore, Md.,

January 10, 1922

The Editor:

Either by assignment or custom the rear coach on the 5.13 daily commuter train is used as a smoker. Upon entering this coach last Saturday evening about two minutes before train time I found the usual clouds of smoke. Several "Fair Ones" entered the would-be smoker as the train was departing, presumably to find vacant seats, which were available, and immediately and voluntarily, cigarettes were pinched, cigars were "choked" and pipes smothered, and ere the train had been in motion many seconds smoke clouds had cleared up and the odor of burning tobacco gave way to the delicate scent of sachet. Not a murmur was heard. Chivalry still lives!

(Signed) A. S. Baker.

What Is a Good Solicitor?

At a recent meeting of the Traffic Study Class in the General Office Building in Baltimore, George S. Harlan, assistant general freight agent, said that in his opinion the two principal requisites of a good traffic man are personality and knowledge of traffic conditions, including routes and rates. Mr. Harlan's experience in the traffic end of railroading and traffic solicitation lends great weight to his opinion. But it is certain that if an inspirational writer of the type of Doctor Frank Crane or Orison Swett Marden had been asked to comment on what Mr. Harlan said, he would have stated that Mr. Harlan had left out the most important requisite, namely the willingness to "pound pavements."

Mr. Harlan made another interesting comment, this anent the question of how to distinguish a good traffic solicitor from the others. He said that when a shipper called up a traffic office on the Railroad and demanded to speak with a certain traffic solicitor and with none other than him, because he felt that no other could handle his business as satisfactorily, it was certain that that particular solicitor had graduated from the ranks of the ordinary to the ranks of the extraordinary. And he further stated that if a traffic solicitor has ten good customers who control a sizeable amount of traffic and who insist on doing business with him and with him alone, he is usually a success in the traffic field.

All of which brings the subject back to the old tried and true formula "if a man gives service he can count on getting business." A man satisfactorily handling the business of ten big shippers does not have to advertise his ability or the service of his Railroad. The shippers will take care of that for him and in the train of their business will come other business in such volume as to swamp him. Then he is promoted and picks assistants to help him render the same kind of service to the bigger clientele.

The Good Samaritan

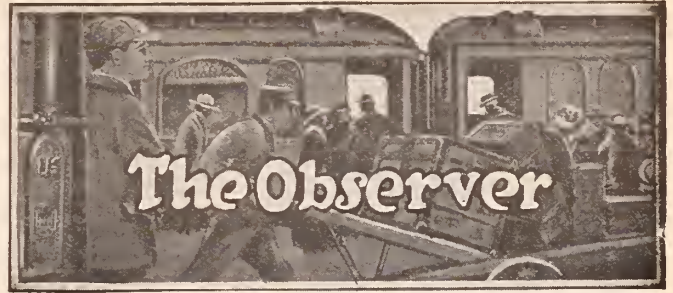
It is not an unfortunate human being, maltreated and left along the wayside that we speak of here, but of a form 387-H, one of the expensive multi-address envelopes issued by the Railroad.

When it came from the stationer it had 16 spaces for addresses on it. The first, second, third and fourth were properly used by the employes handling. But the fifth man took the entire remaining 12 spaces to write in bold letters the name of the addressee whom he wished to reach. He probably did not give his act much thought or he would not have been so wasteful.

The envelope was down but it was not out, for a Good Samaritan came along and, clipping a piece of paper from an old envelope, pasted it in space No. 5 with the name of his addressee, and sent the envelope on rejoicing. I have followed his good example to see if we cannot get a whole crowd of similar Good Samaritans interested on the Railroad in economy on these envelopes and our other stationery.

The True Government of a Free People

A majority held in restraint by constitutional checks and limitations, and always changing easily with deliberate changes of popular opinions and sentiments, is the only true sovereign of a free people. Whoever rejects it does of necessity fly to anarchy or despotism. Unanimity is impossible. The rule of a minority, as a permanent arrangement, is wholly inadmissible; so that, rejecting the majority principle, anarchy or despotism in some form is all that is left—*Abraham Lincoln*.



Angels Unawares

One night recently, an hour before the commuting train which I expected to take home was scheduled to leave Camden Station, the conductor of the train spied me in the outer concourse, beckoned for me to join him and together we walked out on the platform, where he looked over his train.

Then an errand took him back into the station, and instead of leaving me on the cold platform, he offered me the hospitality of one of the warm coaches, not yet lighted for its regular passengers. I jumped at the chance, got aboard and slumped wearily into the comfortable plush covered seat in the rear.

Shortly afterward the front door opened and I could see in the dim glow from the lights on the platform the figures of three or four of our uniformed women car cleaners. Their work for the night was about over and they, too, were seeking the hospice of the comfortable car.

Just a faint murmur of conversation reached me at the far end of the car and it was, perhaps, only my imagination which seemed to make audible such words as "lining," "braid," and "dress," so dear to the hearts of all women. Then, after a pause, there flowed through the car from a sweet soprano voice, the haunting melody of

"Oh, come, angel band,

Come and around me stand,

And bear me away on your snowy wings

To my immortal home."

It was just as my own mother so often has sung it to me as a boy in the quiet and dark of an evening hour at home. A harmonizing contralto joined in the repetition, sung with such deep feeling and reverence that it thrilled me through and through. The picture was a beautiful one—these women of humble position, after the wearying toil of the night, lifting up their voices in spontaneous—perhaps only half-conscious—supplication to the Father above.

It is, unfortunately, but human nature for some of us sometimes to forget the respect due everybody with whom we are associated in our daily work. I happen to know the history of one of those women, although she does not even now know that I was on that car that night. She is a woman who is carrying a great load, the soul of fidelity in all her relations in life and quite an unusual woman in many respects. There is every reason to believe that her companions were women of the same high type. Yet how often we forget this; how often in the drive of business life—its hurry, its worry—we are thoughtless of that fine spirit of courtesy and friendliness which we owe to such as them, and to all our associates!

The little experience in the hospitable coach that cold night was a benediction to me. Position and power faded from the scene and in place of it was the beautiful picture of three of our humblest workers who, in reverential and holy song, were exalting themselves above position and power up to the very Throne above.

Baltimore and Ohio Scholarships

Given to the Two Winners in Boys' and Girls' Club Work in West Virginia

By O. K. Quivey,
General Agricultural Agent

THE boys and girls of the rural districts of West Virginia are organized in clubs doing work along agricultural lines and under the close supervision of the West Virginia State Agricultural College. These clubs are known by the kind of work in which their members are engaged, such as Poultry Clubs, Calf Clubs, Corn Clubs, Pig Clubs, Canning Clubs, Sewing Clubs, etc. A very careful check is made on the work of each individual Club member, including the cost of doing the work and the cash return.

The work of the Club members is assembled annually at Charleston, W. Va., where it is placed on exhibition, this exposition being known as the Boys and Girls Club Annual Round-Up. Judges then pass on the work, and ribbons and other awards are given in recognition of outstanding work done by Club members.

To stimulate West Virginia Boys and Girls Agricultural Club work, the Baltimore and Ohio offered two \$100 scholarships, one to the boy and one to the girl whose work led the state. These scholarships are good for the Winter Short Course at the West Virginia State Agricultural College at Morgantown, or can be applied by the winners on a regular four-year course in agriculture, if they so desire.

Jackson Randolph, 15 years old, of Lost Creek, W. Va., won the Boys' scholarship for his work during his second year as a Boys Club member. This lad was fortunate in drawing a calf, Belle Donald, a purebred Hereford, in a contest, and it is his work in growing out this heifer calf, and in breeding and raising some purebred pigs, on which he made his report, and on which he won the

worth-while Baltimore and Ohio scholarship.

At the time this story is written, Belle Donald has not been in the show ring, so it is impossible to state the final results.

The cash return from the two litters of pigs raised and sold by him amounts to \$116.00, in addition to the litters having paid for the original sows that produced them.

These paragraphs are of particular interest, and are quoted from Jackson Randolph's report:

"When I sit and look back over the year past I feel that it has been a short one for me, and a pleasant one also. Belle Donald came to me in the drawing contest at the Fair nearly a year ago, and she and I have been the closest friends since that time. She has filled quite an interesting place in my life and I know when she passes from my possession that I will have many regrets.

"I can never get away from the habit of contrasting pure bred stock with the ordinary kind that I see on our farm and on our neighbors' farms. How every one, I suppose, loves the feel of these better bred cattle. How I like to run my hands over Belle Donald's broad back and soft sides, and how well she responds to good feed and care. We have a neighbor who tried to rival us with his two half Jersey calves, but about a month ago he sold them for \$35.00 each. It is that kind of breeding that I am trying to get away from.

"As the show day comes on, I feel the friendly rivalry rising in me. I am anxious to win, but to win only on merit. I know that I will be more or less nervous. But then the joy of being in the contest with the boys and girls who have tried as hard as I have to win, and to see what they have done with their calves, and then to watch the contest to see the anxious faces of the others and see the judging and wondering where I will get it this time, yes, this contest is what I like and it is of great educational interest to me.

"Now the question comes up, 'what have I learned during the year?' I have learned that it is the little things that count so much in preparing a calf for the show ring. Regularity in feeding and care taking is our great principle. Not so much the amount we feed as that we feed a balanced ration. While I have learned many things that may seem trivial to the experienced feeder, because he has known them so long and so well, yet these things would all seem new to the beginner and he could not hope for success without the guidance of someone else. I feel that we are just starting in the better ways of feeding and developing



Miss Adele Bigelow, Washington, W. Va.

stock and I know that my knowledge is very limited, but I see enough to know that the great fields of knowledge are beyond us and in their directions I am an explorer and seeker.

"As I write, and often before this, I have thought what an advantage we young people have over our parents, and I am led to wonder if we are improving it as we should. I wonder how the boys and girls associated with me feel about these things. I feel sorry for the boy or girl who cannot keep in the work of the different club activities, but have not much patience with those who get away from the work because they are not willing to make the effort.

"The result in the show ring and at the sale may not be what I have hoped nor longed for, but whichever way the decisions go and the better sales, I cannot be a loser, save only in dollars, as my experience counts for more with me than mere money. I am looking to the future; I am building on the foundation of pure-blood lines in all kinds of live stock. That will be my chief aim and I know that if I do this the money will be there at the finish.

"I wish to express my appreciation to all the agents of the state and county that have made it possible for me to be a club member, and to the Law and Roberts people, who have given me the opportunity to participate with Belle Donald in the show ring.

"In regard to my other work in the clubs: I have been as active as I could under the circumstances in the second year work of the pig club. Following is an account of the stock sold and prices obtained: Last fall I sold three pigs and returned two to pay for the sow. For one registered sow pig I received \$17.50 when she was eight weeks old. Two I sold for killing purposes at \$10.00 each. I kept one sow pig for a brood sow, valued at \$15.00. A total of \$52.50.

"This Spring I sold from another litter two pigs for \$13.00 each and have four yet on hand, two of which I am keeping for



Jackson Randolph, Jane Lew, W. Va.

porkers, worth \$15.00 each. Two other boar pigs not sold yet are valued at \$30.00 each. A total of \$116.00.

"In regard to my corn club work, I am disappointed in it. The seed was supposed to be all yellow, but I now see that it is badly mixed with a red corn which would exclude it, I fear, from any contest."

Adele Bigelow, 17 years old, of Washington, W. Va., won the Girls' scholarship for her work in Poultry. Her report covers her fourth year in Poultry Club work, and extends from October 1, 1920 to October 1, 1921.

Miss Bigelow has done such outstanding work, in fact, that she was chosen by the Extension Department, University of W. Va., to act as assistant demonstrator in Club work all over the State, in which work she has been eminently successful. She has a well-defined conception of the value of service to those with whom she is associated, and after reading her report, it is obvious that the Baltimore and Ohio scholarship was justly awarded to this young lady.

Her work as an assistant demonstrator has not interfered with her own project in Poultry Club work, and the cost record and income record of her year's work are as follows:

Cost Record

October 1, 1920. 70 Hens at \$1.00 per hen.	\$ 70.00
October 1, 1920. On hand, 45 pullets at \$2.00	90.00
October 1, 1920. On hand, 6 cockerels at \$1.50	9.00
10-1-20-10-1-21 143 bushels corn at \$1.12	160.88
10-1-20-10-1-21 99 hours labor at 10c hour.	9.90
4-5-21-6-15-21 3 bushels wheat at \$1.50	4.50
10-1-20-10-1-21 144 lb. shells at 1-4c lb.	1.82
Jan.-March..... Bran.....	2.00

Total.....\$348.10

Income Record

10-1-20-10-1-21 Sold 853 3/4 dozen eggs.....	\$337.93
December 4, 1920 Sold 8 chickens (live).....	7.87
10-16-20-10-1-21 Sold 74 chickens (dressed).....	149.97
October 1, 1921. On hand 50 hens at \$1.50.....	75.00
October 1, 1921. On hand 5 cockerels at \$5.00.....	25.00
October 1, 1921. On hand 72 pullets at \$2.00.....	144.00
October 1, 1921. On hand 3 cockerels at \$1.50.....	4.50

Total.....\$744.27

Total net profit.....\$396.17



Conductor Daniel Hunt

This report does not include the fact that during the Fall of 1920 the flock had a bad epidemic of roup, and Miss Bigelow suffered the loss of 30 mature hens. In spite of this she is able to show the handsome profit noted on her work in Poultry.

Baltimore and Ohio boys and girls who would be interested in work similar to that described in this article, and who have a real enthusiasm for the raising of pure bred stock or prize-winning grain, etc., may find it to their advantage to communicate with the writer; address Baltimore and Ohio Building, Baltimore, Md.

Daniel Hunt

Passenger Conductor—Fifty-five Years of Service and Still Going

DANIEL HUNT, passenger conductor, Uniontown, Pa., has a service record of 55 years with the Baltimore and Ohio. This record is free of discipline and is one of which any Veteran would be proud.

In a recent letter to Mr. Hunt, the superintendent of the Connellsville Division extended to him his personal appreciation and the thanks of the Safety Department for his interest in Safety work. The letter reads, in part:

"I trust that you will continue your efforts to promote Safety among our fellow workers. You retain your membership as an honorary member of this committee, and as such you are privileged to make reports or suggestions, which, I assure you, will receive attention."

Mr. Hunt wears two stars and a bar, is still on duty and is as hale and hearty as ever. He began work on April 11, 1866, on the Connellsville Division; in 1888 he came to the Pittsburgh Division, in 1913 to Connellsville, and back again in 1919 to Pittsburgh.

We congratulate Mr. Hunt and wish him more years of active service.

Jacob Thompson

THERE is hardly a person who has worked in the old General Office Building at Baltimore or in the present building at Baltimore and Charles Streets, who cannot recall having seen a certain little, gray-haired porter, who, with his long-handled broom and a large bag, went from vault to vault throughout the building. Here he swept the floors and gathered into his bag the waste-paper from the boxes and baskets. Again he would be found in the cellar of the building, where the many precious files and important documents are kept, tidying up the storage vaults, gathering up scattered waste-paper, picking up bits of twine, and always busy. Sometimes he was a bit slow; sometimes he would grumble a bit when some person had carelessly left open a package of files for him to tie up, or if his load was unusually large, but for all that, he never shirked his job or left work undone.



The late Jacob Thompson, cleaner

This was "Jake." His real name was Jacob Thompson, but everybody knew him as Jake, and Jake was always on the job. For nearly 50 years he served the Railroad in the capacity of brass cleaner and porter. Now he has gone to his deserved rest.

Jake was born on March 19, 1849. He entered the service of the Baltimore and Ohio on September 18, 1872, in the old building. He was one of the messengers in the office of President John W. Garrett in Camden Station away back in the eighties. His service was continuous until the time of his death, on January 2, this year.

There are perhaps thousands of employees who will miss the familiar little old figure from the vaults, the elevators and from the corridors, and there is many a file clerk who will not forget that cleanly vaults and orderly shelves were made possible through the help of Jake.

Epigrams of W. H. Bowhay

Special Agent, Freight Claim Department

A man becomes superannuated, but he never gets too old to tell lies.

A man never realizes he is getting old until the girls begin to flock around his desk at lunch time.

You are not very good company if pay-day is your only smile day.

If our Congress will pass a law prohibiting the use of the telephone, a lot of us will forget how to swear.

A June bride does not wish for her old job back until she has chased a few soiled socks and handkerchiefs up and down the washboard.

Thomas H. Seal Honored by Friends on Completion of Fifty Years' Service with the Company

ON January 27, 1872, Thomas H. Seal, then not yet twelve years old, was brought by his older sister to the grain elevator department of the Baltimore and Ohio Railroad, then located at Baltimore and Calvert Streets, to become the first messenger in the department. For fifty years he gave the best that was in him in intelligence, industry and integrity, to the handling of the various positions he held in that department, and as superintendent of elevators, Baltimore and Ohio Railroad, passed the half century anniversary of his entrance into the service, a loyal employee and greatly beloved by his business friends and associates.

His father was foreman of carpenters for the Railroad before him, and helped build Piers 6, 7, 8 and 9 and Elevators A, B and C. All his brothers were at one time in the employ of the Elevator Department of the Railroad, and his grandfather was an engineer on the old Valley Branch of our System. Here, of a truth, is a real Baltimore and Ohio man!

It was not, however, primarily on this account, but because of the real spirit of service which has always characterized Mr. Seal's business and social relationships, that many of his business friends, comprising not alone Baltimore and Ohio associates, but members of the Chamber of Commerce

in Baltimore (the local grain exchange), and of the Pennsylvania Railroad and Western Maryland Railway, held a subscription dinner in his honor at the Merchant's Club on the night of January 28. About 150 men subscribed to the dinner with the full intentions of being present, but the worst snow storm of the last twenty years in Baltimore made it impossible for many of them to be there, and the accompanying picture shows the assemblage present to do Mr. Seal honor.

After a delicious dinner, the toastmaster, George S. Jackson, the president of the Chamber of Commerce, called upon President Willard for the first address.

Mr. Willard said that Mr. Seal needed no praise from any man; that his remarkable record of fifty years' service in the same department of the Company, and the honor paid him by so many of his business associates, not alone from the Railroad family and outside business interests, but even from the ranks of his competitors, are the best proof of his sterling worth.

He added, however, that the Baltimore and Ohio was extremely proud to have such a record made in its family, and was honored to be represented on such an occasion to pay its tribute to the principal guest of the evening.

Then, in behalf of the Baltimore and Ohio,

Mr. Willard presented Mr. Seal with a handsome sterling silver water pitcher and tray.

The Reverend William H. Morgan, minister of Mr. Seal's church, the First Methodist in Baltimore, extolled Mr. Seal as an unusual example of a man who can be for so long in the marts of trade, yet maintain a standard of integrity and fair dealing so splendid as to bring about the beautiful tribute of friendship evidenced at the dinner.

The next speaker, Maxwell C. Byers, president of the Western Maryland Railway, said that in his former association with the Baltimore and Ohio he had grown to know and admire Mr. Seal and that as the representative of a competing company he could express on behalf of himself and associates, admiration of Mr. Seal's record. He said that any company has a great asset in an employee of the type of Mr. Seal and added, humorously, that he wouldn't be accused of being uncharitable if he admitted that he was a bit envious of the Baltimore and Ohio for having Mr. Seal in its employ.

Our senior vice president, George M. Shriver, and George H. Campbell, assistant to President Willard, followed with brief but interesting and felicitous addresses; then Mr. W. E. Harris, of the grain firm of William E. Harris & Son, representing the members of the Chamber of Commerce, said a few words in their behalf in tribute to Mr. Seal.

Mr. W. W. Gessford, chief clerk, Grain Department, Pennsylvania Railroad, was then called upon and in a beautiful address, presented Mr. Seal with a handsome watch.



One hundred and fifty of the friends of Thomas H. Seal, principally those in the grain and railroad business, subscribed to the dinner given in his honor on the night of January 27. The raging blizzard which gripped Baltimore, made it impossible for more than those shown in the picture to attend. In the insert is Mr. Seal, and at the table in the background, from right to left, are: George H. Campbell, Assistant to President, Baltimore and Ohio Railroad; M. C. Byers, President, Western Maryland Railway; Daniel Willard, President, Baltimore and Ohio Railroad; George S. Jackson, President, Chamber of Commerce, and Toastmaster; Rev. William H. Morgan, Minister of First M. E. Church; George M. Shriver, Senior Vice-President, Baltimore and Ohio Railroad.

chain, charm and gold penknife as a permanent memento from his friends of the happy occasion.

After being the subject of so much sincere eulogy, Mr. Seal plainly showed that he was almost too full of feeling for words. However, the sincerity of his response was felt by all of his friends present, and his reference to the status of the grain business when he first became connected with the Baltimore and Ohio, was greatly enjoyed.

Another member of the Chamber of Commerce, Mr. B. H. Beer, then added an appropriate touch of fun to the evening, making an informal talk to the effect that careful investigation had showed that in the long ago Mr. Seal's forebears had been lineal descendants of Abraham and had lived in Russia. In this he was alluding jocularly to Mr. Seal's reputation in safeguarding so closely the interests of the Baltimore and Ohio in his business deals. In token of the discovery, in walked a good actor, garbed as a Jewish Rabbi, who, with faltering steps, advanced to Mr. Seal's place at the guest table and presented him with a high silk hat.

The only disappointment of the evening was that which was felt for the subscribers who were unable to be present. The fewer numbers there, however, made for greater congeniality and a closer spirit of friendship. Good musical selections were taken up by the diners in chorus and the rollicking tune and words of "He's a Jolly Good Fellow," fitly expressed the spirit of the occasion.

The food which was unserved was not wasted. It was sent to the Unemployment Bureau of the American Legion and to the Buddy Club of Baltimore for the use of the unemployed ex-Service man. This was arranged by Mr. Gessford, chairman of the Dinner Committee, and his associates, Mr. J. A. Peterson, elevator agent, Western Maryland Railway, and James N. Wells, chief clerk to superintendent of elevators, Baltimore and Ohio.

And to cap the climax, on the day following the dinner, Mr. Seal was further blessed by the arrival in the home of his daughter of a baby girl, the first child born who will have the honor of calling Mr. Seal "Granddaddy."

"The Public Be D-----d"

Melville E. Stone Reveals the Origin of This Famous Phrase

ALL have heard repeated many times the familiar phrase, "The public be d-----d," but few of us know the truth about its origin.

Mr. Melville E. Stone, for many years editor and proprietor of the Chicago "Daily News," tells us, in an article recently written for "Collier's Weekly" and copyrighted in 1921 by P. F. Collier & Sons Co. that:

"Back in 1882, Clarence Dresser was a free-lance reporter in Chicago. He was of the offensively aggressive type—always importunate and usually impudent. Such reporters are not the best, and Dresser had,

because of his tireless audacity, proved a failure as a news gatherer and been employed and speedily dismissed by all the papers. Then he became a free-lance. He prowled among the railroads, gathered what he could, betrayed confidences generously and sold his output at "something" an article.

"One evening Mr. William H. Vanderbilt arrived with some friends. He was on his private car which was sidetracked in an out-of-the-way corner of the Michigan Central yards. Dresser learned of his whereabouts and posted off for an interview. Mr. Vanderbilt was at his dinner, but it was useless. Dresser forced his way in and cheerily accosted the magnate. Intrusion of this sort was not uncommon with him. He was not abashed when Mr. Vanderbilt said sharply: 'Don't you see, sir, that I am engaged?' 'I want an interview,' replied Dresser. 'Well, sit down at the other end of the car until I have finished dinner and I will talk with you,' replied Mr. Vanderbilt. 'But it is late and I will not reach the office in time. The public.....' This was too much for the infuriated Mr. Vanderbilt, who interrupted his tormentor with the ejaculation: 'The public be d-----d; you get out of here.' Dresser scurried off to the 'Daily News' office, told the story in great glee and wanted to sell an article based on Mr. Vanderbilt's phrase which he had extorted: 'The public be d-----d.' But the night editor of the 'Daily News' would have nothing to do with it. Instead, he roundly denounced Dresser for the whole business.

Then Dresser went off to the Chicago 'Tribune' and, cautioned by his experience at the 'Daily News' office, avoided any suggestion that he had aroused Mr. Vanderbilt's anger, and made a sale.

The result was the publication which did the railroad business incalculable damage, and as much as anything led to the agitation

which followed against transportation companies."

So here we have the unromantic truth about the famous phrase. What would you have said had you been Mr. Vanderbilt, and how would you feel if some careless phrase from your conversation today was flung to the world tomorrow in a newspaper headline?—*Southern Pacific Bulletin*



Personal Note

Fri. Jan. 13

Mr. & Mrs. O. U. Watt reside at Heintz-town 57 miles from Pickleville on The Cucumber Vallee Railrud. Can you relish that?

Watt has bin train man on this road for years; in fact he met his wife ridin between stashes in the same seat, so the conducter sez. He or'ta no.

Peepull who frequents the pickle countri says Mister and Misus has 13 of the lovlitest watts (children) they ever seed, and you can't tell one watt from the other watt, so watts the use sayin more?

(Signed) CY PIERCE,
The Undertaker

An Appetizer for even Better Meals on Our Dining Cars!

THE FIRST NATIONAL BANK OF LOS ANGELES
and
LOS ANGELES TRUST & SAVINGS BANK

PRESIDENT'S OFFICE:

Personal and Confidential.

October 6, 1921.

Mr. Daniel Willard,
Care Baltimore and Ohio Railroad Company,
Baltimore, Maryland.

My dear Mr. Willard:

In coming from Washington to Chicago, leaving Washington at 6.40 (the number of the train I have forgotten), I was very greatly pleased by the diner service at breakfast and luncheon on Sunday. I did not eat dinner on the dining car, as it was cut off, but on Sunday morning and at noon it was as good dining car service as I have ever experienced. The steward in charge of the car was J. S. Warde.

Mr. Edward Chambers, of the Santa Fe, was on the train and commented most favorably. I told him I was going to write to you.

Very truly yours,
(Signed) HENRY M. ROBINSON.



Aunt Mary Says:

"Wheelin' Division Folks Dance to the Tune of Snow Men at Their Fifth Annual Ball"

MARY," sez Ezra to me on the day after Christmas, "did ye ever hear that old yarn about the greatest engineerin' feat what wuz ever performed?"

"No," sez I, real curious like.

"Har, har!" he laughs, "it's Wheelin' West Virginny up the Ohio River."

"You don't say so!" sez I, "an' how did they ever wheel it? It must a-took a monstrous big wheel barrow."

"They ain't done it yet," sez he, "but Mr. Garvey sez they're goin' to do it on the 29th. Ye'd better take your carpet bag an' run 'long to see what 's goin' on."

"Huh!" sez I, "ye're anxious to get rid o' me, ain't ye? Must be that you're thinkin' o' cuttin' your eye at that Widder Slocum while I'm gone. Let me tell ye, Ezra Hezekiah, ye can't get rid o' me that easy. Anyhow, I ain't carin', 'cause it ain't no use you makin' believe you're young; you always pay up for it in the end, an' if you know what's good fer you you'll get to bed by ten o'clock every night."

"Gee whiz!" sez he, "you talk as if I wuz ten years old."

"Don't act like you be much more'n that sometimes," sez I, an' then I knowed I'd done said enough.

So, when the 28th comes along, I packs my carpet bag an' takes my new silk umbrel what I got fer Xmas, an' beats it fer Wheelin'.

I had what you might call a uneventful trip. Didn't nothin' particular happen that night; I didn't fall outen the upper berth; I didn't try to sleep in the little hammock. Only one thing I didn't like much an' that was that 'ere little basin in the wash room. A lady wuz washin' her face in the big one, an' I tried to wash my face in the little one, but couldn't find no stopper. Reckin somebody must a-lost it.

Howsomever, next mornin' after I had finished breakfas', I went into the sleeper an' set down. I happened jest then to glance down the aisle an' caught sight of the top of a head o' white hair. I knowed that head; I never coulda mistook it fer anybody else than our own Mister Wood, of the Welfare Department. My, but I wuz jest as glad to see him as if I'd

a-been a billy goat who'd suddintly spied a tin can. In a little while somebody else appeared on the scene, as it were, an' a pretty good-sized background he made, too, fer it was Brother Sturmer. Well, we got to talkin' 'bout the times when we wuz all young together, when up comes District Freight Agent Marsh, with his foot all tied up in a sling. Reckon he musta been walkin' on strange ground somewheres, but his story wuz somethin' about tryin' to kick a bucket.

We had a jolly old time, each one of 'em tellin' yarns to see which could tell the biggest. Mr. Sturmer declared that he used to ketch trout in a certain stream. Mr. Marsh sez it warn't so; 'twuz bass; then 'long come the conductor, who declared 'twuz German carp. Well, time went on, an' in no time we arrove at Wheelin', where Brother Garvey, as fat an' sassy as ever, was waitin' to meet us.

"Be you all ready fer the big ball, Brother Garvey?" asked somebody.

"You bet," sez he. "All I got to do is go home an' get the missus."

Well, all you could see in Wheelin' wuz folks runnin' to an' fro an' to, an' gettin' ready fer the big party, what the Welfare Association wuz givin'. By eight o'clock they wuz all set. The one hall wuzn't big enough, so they got two. One wuz fer the young folks to dance in an' one fer sech dancs as quadrilles, Virginny reels, etc. The decorations wuz beautiful. In the big hall there wuz snow a hangin' down from the high ceilin, an' icicles fallin' down jest as natural. I had to get up in the gallery to see that them snowflakes had strings tied to 'em. I reckon that's what one brother meant by remarkin' to another that he bet there wuz strings to this here affair somewheres. Settin' at the ends of the platform near the bandsmen there wuz two great, big snow men. One of 'em wuz s'posed to represent Mister Garvey when he's hungry—that's the one with the smallest front—an' the other one wuz s'posed to show how he looks after finishin' a chicken dinner.

It all looked so nachural that I sorter expected to see some of them Wheelin' Veterans come slidin' down from the ceilin' on

a bob-sled. But nothin' like that happened. The folks kept a comin' an' comin' 'till I reckoned all of Wheelin' must 'a' been there. Just when I reckoned the halls had all in 'em that they could hold, along comes Captain Fletcher with a crowd from Fairmont. There wuz also folks from Holloway, Benwood, Parkersburg, an' from most everywhere all over the world. Fourteen of 'em, under command of Captain John Doyle, came from Newark. They had such a big time that them big Wheelin' newspapers had reporters squeezin' all through the crowds an' huntin' up news.

"Aunt Mary," sez one of 'em to me, real respectable like, "who is that tall, good lookin' man standin' over by the stove?"

"That," sez I, "is our General Superintendent Scott. He sez he's havin' a fine time, but it takes every minute of his time lookin' after his little son Jimmy, who threatens to fall into the tub of orangeade. The 'boys' is mighty glad to have him with 'em tonight. That tall, dark-haired man talkin' to Mr. Scott is Mr. Redding, superintendent of the Wheeling Division of the Pennsylvania Railroad. Mrs. Redding is with him. Ain't neither one of the three dancin', but if I ain't inistaken, I see at least three feet keepin' time to the music. There is two orchestrys; one is Stupp's, the other Jones' Novelty Entertainers."

"Who is that gentleman just walkin' in, the one that's bowin' an' smilin' so pleasantly to everybody?"

"That," sez I, "is Mayor Thoner, of Wheelin', who will make the address of welcome. There's Mister Superintendent Gorsuch, too. I hope he's got on the gum boots he sez he wuz goin' to wear."

"Then," sez that fellow, who wuz the curiousest person I ever seen, "who might that big fat man be?"

"That's Mister Sturmer, grand president of the Veterans; he's from Baltimore. There's also Mister Wood, chief of Welfare, an' District Freight Agent Marsh, all dressed up, an' a whole lot of other folks. Now run along, young man, or you'll be wantin' to dance with me next thing I know, an' Ezra sez I can't dance with nobody but Veterans."

So he run along, an' I got a chance to set down for a minute an' look over the program, which wuz one o' the best I ever laid my eyes on. Do you know Lew Foster, manager of the Wheeling Telegraph office? Well, he's the fellow who's responsible fer that program. It wuz in the form of a Baltimore an' Ohio mileage book, each coupon bein' good fer a dance. On the last sheet wuz the program of the entertainment, which, on account of the large crowd bein' a sort of movin' audience, had to be cut short. There wuz lots of compliments about the program, even from President Willard, who wuzn't able to be present.

Mr. Garvey gave the openin' address, which wuz followed by an' inspirin' talk by Mayor Thoner. Then come songs by Miss Marie Haveron, Miss Lois Wilson and Miss

Marie Slatterick. One of the selections given by Miss Slatterick wuz the song "Shenandoah," which wuz writ by Mister Billy Shelton, operator at Cleveland, an' a gal named Peggy.

The musicians wuz all dressed up in funny caps an' jazzed to their hearts' content. The young folks danced in the big hall, while in the little hall the Veterans held sway. They say that Captain Fletcher swallowed a pint of Scott's Emulsion to limber up his knees.

"Jimminy!" sez Mr. Sturmer as he wiped the perspiration from his neck, "Who sez dancin' ain't hard work?" He didn't know I heard him say it, but I wuz listenin' with both ears. After awhile I heard him tell the brethren that it warn't right to grab any lady, but that each one must grab his own partner. That's where the hard work come in—getting back his partner.

Standin' over on one side an' shakin' his left foot up and down wuz Engineer John Cummins, who has 52 years on his service record as engineer between Wheeling and Grafton, an' he's still goin'.

Somebody please tell me who wuz the lady settin' up in the gallery alongside a certain white-haired gentleman? I'd like to know, fer I want to interdooce her to Ezra some day. She might come in handy when I've left him to cook his own breakfasts an' sew on his own buttons. Standin' sorter between the doors wuz our old friend, Jimmy Craycrafft. Jimmy, as you all know wuz once a file clerk in the Motive Power Department at Baltimore. He is now with a manufacturin' concern in Wheelin'. He

brought Mrs. Jimmy along with him, an' you kin reckon we wuz all glad to see her. I wuz also real surprised to see among the young heads that wuz waltzin' around the big hall, the smilin' face of our old friend F. C. Ackerman, who useter be in the Car Service Department when I wuz there. It shorely does a person good to see familiar faces among a crowd o' strangers. But Wheelin' folks ain't no strangers to me now; they're all my own kinfolks, fer I'm their Aunt Mary, an' next time I meet 'em on the street or anywhere, I hope they will be kind enough to grab hold o' my right hand (I keep carfares in my left) an' say, "I'm your niece, Susie Jones," or, "Don't you know your nephew Sam Skinner, no more?" Then I'll feel real glad like.

An' I mustn't forget to tell you about Angela June Applegate. Angela June is that pretty little light-haired gal who writes things about the Wheelin' Division fer the MAGAZINE. An' that nice little feller whose picture you see standin' all by hisself is L. W. Wetzel, who also sends news from up there. If you don't believe they make a pretty good pair o' MAGAZINE correspondents, just turn to the Among Ourselves Department an' read their notes.

After a little while, it didn't seem like no more'n a half-hour to me, Brother Garvey sent out a search warrant ter me, an' said 'twuz time ter old folks like me to be in bed. I looked at the Ingersoll town clock what I carry around on my left wrist an' found to my surprise that it was half a hour past midnight. So I scooted around an' found Mister Henry Grosscurth, who had put my

hat an' shawl away fer me—an' a nice, kind obligin' man he is, too—an' started out with Brother an' Sister Garvey.

When I gets home to Baltimore, Ezra he sez to me, "Mary," sez he, "did you see 'em Wheelin' West Virginny up the Ohio River?" Then he laughed fit to kill himself.

"No," sez I, "but if it's got to be done, them folks up there kin do it."

After the ball the Committee passed the following resolution:

BE IT RESOLVED, that we, Committees and Employes use this means of extending to Mr. J. M. Scott and Mr. C. B. Gorsuch, our most heartfelt thanks and deepest appreciation for the loyalty and co-operation shown in furnishing special trains for the conveyance of employes from various points on the Divisions, thereby contributing in a large measure toward making the Fifth Annual Ball the banner event of all.

A Pointed Question

She had the money and he a small job. He wished to get married very badly, but she was rather undecided. One night as they sat talking about the future, he having coaxed her into a halfway engagement, he said:

"And we'll be very careful and not run into debt and have trouble as the Sissons did. We'll always pay cash—won't we, dear?"

A suspicious look came into her face. Quickly she put forth the question. "Whose cash?"—*Indianapolis News*.



Some of those who enjoyed the Wheeling dance on December 29, and a few who did not. Left: Miss Marie Slatterick and a friend at General McCulloch's Monument. Right: L. W. Wetzel, Magazine correspondent and clerk, Superintendent's Office. Upper: Harold Sigler, Telegraph Office, Lew E. Foster, manager Telegraph Office, A. J. Sonnefeld, chief clerk to division engineer. Center: Some of the folks of the Benwood Offices—Front row: "Bill" Haythorne, "Socks" Stocking, John Cusack, "Joe" Marchani. Back row: "Bill" Keffer, Cecelia Gillingham, H. L. Chapman, J. O. McBride, H. G. Schafer, A. J. Heinmuller, Victor Haythorne and Angela June Applegate, Magazine correspondent. Lower picture—Front row: R. R. Nolan, machine shop foreman; J. P. Duffy, general foreman; A. J. Kettlewell, assistant car foreman; W. W. Copenhaver, gang foreman; L. W. Keffer, chief clerk. Back row: "Jake" Settle, laborer; J. W. Whalen, boiler foreman; F. A. Baldinger, master mechanic; H. D. Campbell, car foreman; F. A. Fawcett, gang foreman; D. K. Hull, assistant general foreman.

Vice President Fries Addresses January Meeting of Baltimore and Ohio Post 81, American Legion

THE regular meeting of Baltimore and Ohio Railroad Post 81, American Legion, was held on the night of January 17, in the Assembly Room, Baltimore and Ohio Building, Baltimore.

The members were entertained for half an hour by an interesting exhibition of magic given by Arthur D. Gans, motion picture operator of the Safety Department, who had tied up his tricks with Safety propaganda in such a way as to splendidly combine education and entertainment.

Mr. Fries first discussed the traffic conditions of the Baltimore and Ohio, explaining how seriously our merchandise loading was reduced during Federal control. He said that gratifying headway had been made during the last few years to restore this high class business to the Railroad and that constant efforts are being made also in trying to secure a larger return haul for the Baltimore and Ohio in its westward movement.

He spoke of the high percentage of coal traffic in our total business and of the enormous coal resources which are tapped by Baltimore and Ohio lines, and what an apparently unending source of profitable business this should be for the Railroad.

He outlined briefly the advertising campaign now being conducted by the Baltimore and Ohio in the national magazines, and emphasized the importance of the Capital city as the patriotic shrine of all Americans, in helping employes direct travel over our lines between large cities of the east and west. He spoke in a most appreciative way of the large amount of business brought to the Railroad during 1921 by the individual solicitation of employes outside of the Traffic Department. He said that the Baltimore and Ohio was becoming known, beyond all other railroads, as the "Road of Courtesy," and that too great emphasis cannot be placed on the value of courtesy in increasing the volume of our business. He gave some most interesting illustrations of how courtesy among our employes, over and above that regularly expected, had resulted in large and profitable passenger business which would otherwise not have come to us.

Following Mr. Fries' address a further discussion of the possibility of employes getting business was held, and Jenks B. Jenkins, valuation engineer, said that a case had recently come to his attention in which an employe, having seen a chance traveler purchase a ticket on a competing line between points also reached by the Baltimore and Ohio, had actually succeeded, and without great trouble, in persuading the man to return his ticket and purchase one over "the Best and Only."

The Carnival at the Fifth Regiment Armory on February 22 was thoroughly discussed and the members present pledged themselves to work for its success.

The following resolution was then passed after a long and earnest discussion:

"Whereas efforts have been made to place before Congress a measure providing for adjusted compensation, the revenue for which is to be derived from a tax on the sale of light wines and beers.

"Therefore be it resolved: that Baltimore and Ohio Railroad Post 81, Department of Maryland, American Legion, expresses its unqualified disapproval of any measure which attaches the admittedly just proposal of adjusted compensation to any political measure whatsoever.

"Moved and seconded that this resolution be transmitted to all posts in the Department of Maryland, to the headquarters of all State Departments, to the two United

Beaten Paths

I had an appointment
With a woman
In Washington.
I'd never seen her,
But when she opened
Her door,
I was glad
That I had come.
She looked like a woman
With a head on her shoulders
And a heart
On her left side—
Or the right—which is it?
She was a woman,
Broadminded,
And with an education
That could have come
Only through travel.
Before I told her
My mission,
I had begun to wonder
If she might be
One of the patrons
Of the Baltimore and Ohio.
We talked, and talked,
And talked,
As women will.
Presently she suggested
A cup of tea.
Now if there's anything
That puts me
In good spirits,
It's the suggestion
Of a cup of tea.
I refused it,
But only because
I didn't want
To give her the trouble
Of brewing it.
But my heart was grateful
Just the same
As I said,
"I thank you,
"But I expect to leave
"In a few minutes
"For Baltimore,
"And I shall get a bite
"On one of our diners.
"By the way,
"Have you ever eaten
"On our diners?"
My hostess smiled.
"No," said she,
"I'm sorry to say

"I've never travelled
"On your Road."
"Then," I said,
"You have a treat
"In store for you.
"Would you mind
"Telling me why?"
She replied,
"Not at all.
"I go to New York
"Quite frequently,
"But always on
"The Blank Railroad.
"Our family
"Has always used it.
"But there's no reason
"Why I should not
"Use your Railroad;
"It's foolish, isn't it,
"This following
"Of beaten paths,
"When one might do well
"In trying out another?"
You may be sure
That I agreed.
"Then," said I,
"Will you try
"The Best and Only
"On your very next trip?"
She promised,
And I went home
Very happy.

* * * * *

Easy, wasn't it?
And yet, you know
There are lots of folks
Who simply follow
Beaten paths.
They're just waiting
For someone
Like you
To help them out
Of the rut,
And set them on
The right track—
And that right track
Is the one
On which runs
The Best and Only.
If you don't believe
It's easy work,
Just try it on
Mrs. Brown,
Who lives next door.

States Senators from Maryland, to the Representatives from Maryland, and to the Baltimore newspapers, with the statement that the resolution was passed unanimously by the Post. Carried."

The question of participation of our post in Legion athletics in Baltimore was taken up and the following committees were appointed on athletics and on other activities discussed: Athletic Committee: J. P. Gallagher, chairman, with four additional men of his own choosing. Committee to investigate and report on possibility of bringing former members of Brunswick post of Legion into our membership: L. B. Beck, chairman. Committee on Entertainment for Soldiers at Fort McHenry: R. L. Hause, chairman; to select own committee. Committee on Promotion of Associated Posts'

Dance: M. L. Schwarz, L. B. Beck. Committee on Post Entertainment: R. J. Wilde, chairman, E. F. Callahan, G. R. Dobbin, G. Hanecke, S. B. Miller and J. J. Whelan.

Meetings of this post are held regularly on the first and third Tuesdays of each month in the Assembly Room of the Baltimore and Ohio Building, Baltimore, at 8.15 and all men eligible for membership in the American Legion, Baltimore and Ohio employes and others, who feel that the program of addresses by the officers of the Baltimore and Ohio on current and important Railroad subjects, would be of interest to them, and who have the interests of the ex-service man at heart, are urged to join. Application cards may be obtained from the adjutant, Henry C. Weber, Mount Royal Station, Baltimore, Md.



Halbert H. Summers

Second Annual Banquet of the Kentucky & Indiana Terminal Railroad Company Employes' Welfare and Athletic Association

By J. L. Sigmon, Industrial Agent

ON THE evening of December 7, 1921, our officials, employes and friends, with their wives, sweeties, etc., gathered at the Tyler Hotel to put in a little overtime for which they had to pay. The chief server, with his assistants, placed before some 250 appetites one of the best feeds ever laid on the festal board.

As a suitable starter of the evening's proceedings, all present stood and sang "The Star Spangled Banner," and then the Rev. H. G. Connelly, pastor of the Central Christian Church, of New Albany, Indiana, offered prayer.

Then the devastation began! The whole bunch made music with Neapolitan broth and munched green olives and radishes. Grilled filet mignon chasseur, duchesse potatoes and early June peas next met their fate. Head lettuce and tomato salad, with French dressing, followed closely the disguised beefsteak. The grown-up children's hearts were then made glad with ice cream and cake, and the feast was ended with coffee and mints.

W. S. Campbell, our smiling and congenial manager and chief engineer, then made a few remarks on the achievements of the bunch on the Kentucky and Indiana, and casually remarked that, due to the excellent service rendered during the war period, at which time we went through three whole years of abnormal business without issuing an embargo, business has naturally passed through this gateway since the war to such an extent that on several days in November we handled more cars than either belt line at Chicago, and on two or three days we handled more cars than both belt lines at Chicago combined. Some record!

We had as one of our distinguished guests, Mr. Joseph Burge, President of the Louisville Board of Trade, who was introduced by Mr. Campbell and made an interesting talk.

Mr. Campbell then introduced the Rev. Connelly as toastmaster of the evening, who after the telling of a couple of jokes in the way of all good toastmasters, called on the main speaker of the evening, the Right Reverend Charles E. Woodcock, Episcopal Bishop of Kentucky.

Upon arising, Bishop Woodcock was applauded heartily, and remarked: "Now I know how a pancake feels when it is smeared over with molasses." He gave a splendid talk, of interest and profit to everyone present.

By the time Bishop Woodcock finished his talk, there seemed to be no signs of indigestion, so all joined in on the chorus of "Peggy O'Neil." Then two young men, members of the K. & I. forces, displayed excellent talent in an entertaining skit. John Bayers sang several songs, and Lawrence Caldwell imitated very cleverly a person overloaded with moonshine.

In connection with talent on the K. & I.



Walter S. Hopkins

T. R. R., we must give due credit to the orchestra, which furnished music for the evening, all members of which are employes of this company.

After the singing of "America," the floor was cleared and dancing was enjoyed until the wee small hours.

We had as guests a number of officials and employes of the Baltimore and Ohio, C. I. & L. Ry. and Southern Ry., proprietary lines of the K. & I. T. R. R. Co., as well as officials of other roads, some of whom came from other cities. We also had several prominent business men of the city as our guests.

Promotions of Division Accountants

Halbert H. Summers

HALBERT H. SUMMERS was recently promoted to the position of division accountant, St. Louis Division, headquarters, Washington, Ind.

Mr. Summers entered the Baltimore and Ohio service June 10, 1898, and was advanced successively to the positions of clerk, timekeeper, shop account clerk, assistant shop clerk, shop clerk and division accountant. Headquarters at Washington will not be new to him for, singularly, after a stay there of twelve years, his real advancement started and, after an absence of five years, he returns to be placed at the head of a division accounting office which will rank in size and importance with those of the first grade.

Walter S. Hopkins

WALTER S. HOPKINS was recently promoted to the position of division accountant, headquarters at Garrett, Indiana.

Mr. Hopkins entered the Baltimore and Ohio service on October 23, 1905, in the capacity of messenger, and was advanced successively to the positions of clerk, stenographer, timekeeper, chief clerk and division accountant.



Annual Convention of Grand Lodge of Veterans

THE annual convention of the Grand Division of the Baltimore and Ohio Veteran Employees' Association was held in the Assembly Room, Baltimore and Ohio Building, Baltimore, Maryland, on Thursday and Friday, January 5 and 6, 1922.

Grand President George W. Sturmer presided, with Grand Vice-President J. M. Garvey, Grand Secretary-Treasurer James Wardley and Grand-Sergeant-at-Arms John Doyle, attending.

Grand President Sturmer called to order the convention, which was opened by Brother Fauver's leading in prayer.

The roll call of officers developed that all were present. Credentials of the following delegates were presented, examined and found in order:

Delegates	Division	Representing
Brant, Frank H....	New York, N. Y.	130 members.
Pennell, Chas.....	Baltimore, Md.	1550 members.
Ault, R. T.....	Brunswick, Md.	260 members.
Russler, Raymond.	Martinsburg, W. Va.	201 members.
Lucas, V. J.....	Cumberland, Md.	391 members.
Kimmel, J. B.....	Grafton, W. Va.	240 members.
McGraw, J. E....	Parkersburg, W. Va.	200 members.
Conner, M. M.....	McMechen, W. Va.	.....
Shafferman, John T.	Fairmont, W. Va.	243 members.
Brannon, Thos. J..	Connellsville, Pa.	416 members.
Orbin, Geo. N.....	Pittsburgh, Pa.	400 members.
Aiken, James.....	Youngstown, Ohio.	148 members.
Niederheiser, J. R..	Cleveland, O.	262 members.
Egan, W. T.....	Garrett, Ind.	478 members.
Wallburg, O. L....	Lima, Ohio.	262 members.
Doyle, John.....	Newark, Ohio.	.....
Sheets, Daniel R..	Chillicothe, Ohio.	180 members.
Howden, Harry S..	Cincinnati, Ohio.	247 members.
Gilbert, F. S.....	Seymour, Ind.	172 members.
Hoddinott, John...	Washington, Ind.	255 members.
Bell, G. K.....	Willard, Ohio.	.....

The Board of Directors, consisting of the following members, was present:

Bowers, G. A..... Baltimore, Md.
 Fletcher, H. G.... Fairmont, W. Va.
 Fauver, W. H.... Martinsburg, W. Va.
 Cox, W. C..... Pittsburgh, Pa.
 Pennell, C. H.... Baltimore, Md.

Grand President Sturmer made an urgent plea for cooperation on the part of all the Veterans, saying that in the present unsatisfactory condition of business it is particularly desirable that every member put his shoulder to the wheel and help.

The secretary-treasurer reported that he had no communications to report except those embodied in the finance report. He read the minutes of the last Grand Lodge convention at Hazelwood, Pa., on April 11, 1921, which were approved. The financial report was also approved, the balance in bank being reported as \$512.00. The remainder of the morning session was occupied by President Willard in his intensely interesting address to the Veterans, as given in another section of this issue of the MAGAZINE.

All delegates were reported present at the opening of the afternoon session. Mr. Sturmer announced that President Willard had graciously consented to address the First Convention of the Grand Lodge of the Ladies Auxiliary of the Veterans.

Under new business, a form of transfer card from one chapter of the Veterans to another, was approved and the grand secretary-treasurer authorized to supply such cards on request. The supplying of seals to each chapter was also approved and put in the hands of the grand secretary-treasurer. This officer also announced that he could supply each chapter with annual membership cards, with the proper chapter imprint shown, within four days of receipt of order, so that the membership cards on the system can be uniform.

Grand President Sturmer then appointed the following committee to go over and report on Constitution and By-laws:

Fletcher, H. G..... Fairmont, W. Va.
 (Chairman).
 Brannon, Thos. J..... Connellsville, Pa.
 Aiken, James..... Youngstown, O.
 Wallburg, O. L..... Lima, O.

(Secretary).
 Egan, W. T..... Garrett, Ind.

Mr. Sturmer referred to the statement of

President Willard in his address at the morning session on the Pension, and said that he thought that a great many employees of the Company would welcome the opportunity to make small monthly contributions to the Pension Fund with the idea of securing a larger Pension in their advanced years. After a long and helpful discussion of the subject it was agreed that the grand officers and directors of the Veterans should wait on the Railroad officers in charge of the pension, including the superintendent of the Relief Department, to discuss the matter further.

During the absence of this committee the report of the Committee on constitution and By-Laws was received and approved.

Mr. Sturmer then announced that Vice-President Galloway had given thirty tickets to the delegates to the convention of the Ladies Auxiliary for the day's matinee at a local theatre, and had also offered to assume the expenses for the entertainment scheduled for the evening at Moose Hall for the delegates. A rising vote of thanks was given Mr. Galloway.

At the beginning of the afternoon session Grand President Sturmer and Grand Vice President Garvey were asked to retire. Mr. Bowers moved that the Grand Lodge appropriate the necessary funds to present Mr. Sturmer the gold badge of Past Grand President of the Association, and to Mr. Garvey a ten dollar gold piece, in recognition of their services. The motion was received with hearty approval and passed.

Mr. Sturmer then referred to several occasions on which he had been called on to help Veterans who felt that they had been unfairly treated in respect to working conditions, etc., and that he had been only too glad to do this and had succeeded in helping adjust several such situations to the advantage of the Veterans. He was authorized to handle all such cases which might come to his attention.

Reporting on the Pension, the chairman of the committee, Mr. Fletcher, said that the committee had waited on the superintendent of the Relief Department, who had promised them all the help that he could give them; that they had then endeavored to see Senior Vice President Shriver, General Counsel Bond and Comptroller Ekin, the Committee on Savings and Pension, but that on account of their absence from the city, it was impossible to have the interview. The matter was then left in the hands of the grand president, with instructions that he report progress to the various chapters.

The following grand officers were then elected by acclamation for the ensuing year:

Geo. W. Sturmer, Grand-President... Baltimore, Md.
 John M. Garvey, Grand Vice-Pres. Elm Grove, W. Va.
 James Wardley, Grand Sec.-Treas. Connellsville, Pa.
 John Doyle, Grand Serg't-at-Arms... Newark, O.

The following were elected to the Board of Directors for the Grand Division:

W. T. Egan..... Garrett, Ind.

G. A. Bowers.....Baltimore, Md.
 W. S. Cox.....Pittsburgh, Pa.
 W. Fauver.....Martinsburg, W. Va.
 H. G. Fletcher.....Fairmont, W. Va.

The following resolution, presented by Messrs Aiken, Brennan and Orbin, was then passed unanimously:

"Resolved that a vote of thanks be extended to our Management for the courtesies extended the delegates to the annual convention of the Veteran Employes' Association, which courtesies are highly appreciated by this body."

Messrs. Aiken, Brennan and Cox presented the following resolution, which was duly approved:

"Resolved that a vote of good will and success be extended our Ladies' Auxiliary, and that they be advised of our co-operation to the end that they may be successful in every line of endeavor that they may undertake."

H. W. Fauver of Martinsburg, West Virginia, was appointed grand-chaplain by the grand president, and the convention adjourned to meet next year at Newark, Ohio.

An entertainment was given on Friday night, January 6, at Moose Hall, to which all the delegates were invited. The program rendered was good and was enjoyed by all present—about 650 persons. C. W. Galloway, vice president of Operation and Maintenance, was the speaker of the evening. His address will be reported in the *MAGAZINE*. Dancing was enjoyed until a late hour.

Messrs. Sturmer and Garvey were presented by Mr. Bowers with the tokens given them by the Grand Division Convention and both expressed their appreciation of the thought that prompted this act of courtesy on the part of the delegates.

"Ladies, Sisters and Friends of the Baltimore and Ohio Veterans' Association: It is with great pleasure that I meet you here this morning. We have been associated for a number of years, and now you have come to the conclusion to gather together in a grand body.

"This body is represented by delegates from all divisions. No organization is successful without the help of the ladies. The ladies have always taken part in all of the outings of the Veterans. It is through you particularly that social and moral betterments are possible. (And right here let me say that I do not believe that I would have ever gained what grace I now possess, had it not been through the love of the wife that I have.)

"I am satisfied that when you get down to business your influence will be that of harmony and peace. We are looking toward a great future. Our officials have proved themselves to be our friends, and our associations have proved that they are with us.

"I wish now to place in position your temporary officers. Your by-laws and constitution are practically the same as those of the men; what rules and regulations are made will not conflict with those of the general organization. We have recently had at least a half-dozen requests from other railroads for data concerning the organization of our Veterans' Association. This is only a proof that we have given good results. The Pennsylvania Railroad Veterans are using our by-laws in organizing their chapters. We are the fathers of the Veterans' Association. Baltimore and Ohio, first, last, and always!"

Ladies' Auxiliary Forms Grand Lodge

ON January 5 and 6, when representatives of the various chapters of the Baltimore and Ohio Veteran Employes' Association assembled in Baltimore at the annual meeting of the Grand Lodge, the Ladies' Auxiliary also gathered together its delegates and alternates for the purpose of forming a grand body. The meeting was held in the Hotel Condon, Baltimore, at the same time that the Veterans' meeting was being conducted in the Assembly Room of the Baltimore and Ohio Building.

Some of those who came from distant

points arrived in Baltimore the day before, in order to get well rested up for the big job that was ahead of them; others who had never seen Baltimore came in time to get a peep at the headquarters of the Baltimore and Ohio; still others arrived on Number 4, which brought them into town just in time to get breakfast and get to the meeting, which took place at 9.30 a. m., on Thursday morning.

The meeting was opened by Brother G. W. Sturmer, grand president of the Veterans, who addressed the ladies as follows:



SOME OF THOSE ATTENDING THE GRAND LODGE CONVENTION OF THE VETERANS

Left to right, front row, are James Wardley, grand secretary and treasurer, Connellsville; George W. Sturmer, grand president, Baltimore; John M. Garvey, grand vice president, Elm Grove, W. Va. Middle row: F. H. Brant, delegate, New York; J. T. Shafferman, delegate, Fairmont; J. Riley, visitor, Baltimore; G. A. Bowers, member of board, Baltimore; H. S. Howden, delegate, Cincinnati; T. J. Brennan, delegate, Connellsville; O. L. Wallburg, delegate, Lima; J. Doyle, delegate, Newark; W. T. Eagan, delegate, Garrett; G. K. Bell, delegate, Willard; M. Horan, visitor, Fairmont; R. Russler, delegate, Martinsburg; D. R. Sheets, delegate, Chillicothe; J. Hoddinott, delegate, Washington; James Aiken, delegate, Youngstown; H. G. Fletcher, member of board, Fairmont; F. M. Keane, visitor, Grafton; J. E. McGraw, delegate, Parkersburg. Front row: W. S. Gandy, visitor, McMechen; J. M. Quinn, visitor, Parkersburg; E. F. Augustine, visitor, Parkersburg; J. R. Neiderheiser, delegate, Cleveland; G. N. Orbin, delegate, Pittsburgh; C. H. Pennell, delegate, Baltimore; W. C. Cox, member of board, Pittsburgh; J. B. Kimmel, delegate, Grafton; V. J. Lucas, delegate, Cumberland; J. F. Martin, visitor, Brunswick; C. A. Richardson, visitor, Baltimore; M. M. Conner, delegate, McMechen.

Mr. Sturmer then appointed Mrs. Frank Howard as temporary president; Mrs. Howard thanked Mr. Sturmer; then Mrs. Joseph Wallburg was appointed as temporary secretary. In leaving, Mr. Sturmer said:

"I wish you God-speed. Let harmony and friendship prevail in all your undertakings. I thank you."

Mrs. Howard then explained that the gavel to be used in this meeting was made by a Baltimore and Ohio man at Mt. Clare Shops; it was one used by the I. O. O. F., and had been loaned to the Ladies' Auxiliary. Mrs. Howard proceeded as follows:

"Ladies, you understand that we are assembled here to organize a Grand Body of the Auxiliary to the Baltimore and Ohio Veterans' Association. The West has come to meet the East. We have come representing the auxiliaries from the various divisions from different states, with a oneness of purpose, to lend our presence to the uplifting of our people, to the upbuilding of our organization. So, in our happiness of today let us not forget the responsibilities of the work before us. The deeds of today make the history of tomorrow.

"Yes, the West has come to meet the East. Next year we hope to have the East come to the West. There we shall greet them, not only with a smile, but with a warm and hearty welcome. We hope that our aim may be one of peace and harmony in all of our undertakings.

"I consider it a pretty compliment that Grand President Sturmer has bestowed upon me, and a great honor that he has conferred upon me by placing me in this chair to open the meeting and to 'start the ball rolling.' And you, my sisters, will you help me? Will you help me to help the brothers in their efforts to build up the organization of which they are so proud? May I ask this of all of you?

"Perhaps you do not realize just what this means to all of us and our families. But let us stop and think. We, as a class of railroad people, have the ability to do things, and great things, just the same as any other group of people. We are a proud people, and stand firm to believe that we *can* do, we *should* do, and we *will* do; that we will go on and on and show to the world that where there is a will there can be made a way to do all these things that we would like to do.

"Now, for instance, by request of our men we are forming a grand auxiliary. Just see the results. Look over the field that we, as women, have travelled, the things that we have done to bring our railroad men and their families together. Why should we not do all that we can to make the evenings of the lives of our Veterans happy? My husband and your husband—they have done and are doing much for us. They are faithful helpers of their employers, they have given generously of their strength and efforts to please them, they have not shirked their duties or the responsibilities

of the demands made of them. They are still trying to please, and well may their employers say that they are their tried and faithful coworkers.

"And so, my sisters, we have given the forming of this grand body our earnest consideration, and upon all of us, our voices and influence, our willingness to work, our efforts to do good—upon all these will depend the work of this body of women. Again, we ask your help."

Since no delegate had been elected for the Baltimore Chapter, Mrs. G. A. Bowers was appointed to fill that position. Mrs. Bowers chose Mrs. Wall as alternate. Mrs. Howard then requested that the delegates, alternates and visitors come forward and receive their badges. The delegates were then seated to the left of the president's chair, the alternates at the right, and the visitors in the rear of the room. The question came up as to whether or not the divisions whose chapters had sent no delegates should be represented by a vote. It was decided to give no vote to divisions not represented.

Mrs. Howard requested a visitor to open the Bible. The meeting was then officially opened by the singing of "America," and by the Lord's Prayer. The election of officers followed.

Mrs. Frank Howard of Newark, Ohio, was unanimously elected grand president and Mrs. J. M. Garvey of Wheeling unanimously elected grand vice-president. In a speech of acceptance, Mrs. Garvey said: "When we stop to think of our men and of their years of service, we can well be proud of those who railroaded even before the days of the caboose. Our men are noble, but our women have made them so. We can make our Association what we wish it."

Mrs. Otto Wallburg of Lima, Ohio, was unanimously elected grand secretary, and Mrs. G. A. Bowers of Baltimore, unanimously elected grand treasurer.

Other elections were as follows:

Chaplain, Mrs. W. E. Hodel, Grafton, W. Va.; inside marshall, Mrs. H. C. Allgire, of Brunswick; outside marshall, Mrs. Hopper, of Garrett, Indiana. Mrs. F. M. Keane, Grafton, W. Va., was appointed grand marshall for the installation of these officers.

The marshall then stood with her right hand on the Bible, while the others who had been elected stood, each with a hand on the shoulder of the one before her and repeated the oath of office. The marshall then placed the officers in their respective positions in order that they might hear the duties which were required of them. Then all members and officers arose to receive a word of greeting from the president, after which the Mizpah benediction was repeated and the meeting adjourned until the afternoon.

At 1.30 p. m., the meeting convened. Committees were appointed as follows: Press committee—Mrs. Bowers, Mrs. Hopper, Mrs. Sheets; Courtesy Committee,

delegated to Pittsburgh, Grafton and Cumberland; Credential Committee, delegated to Lima and Willard; Arrangements Committee, Newark, Youngstown and Connellsville; Memorial Committee, Washington, Garrett and Martinsburg; By-laws Committee, Mrs. Garvey, Mrs. Gandy, Mrs. Wallburg, Mrs. Smith, Mrs. McGraw. Following this there was a discussion of by-laws. A motion was made to adopt a new pin for the members of the Auxiliary. This will bear the name "Baltimore and Ohio," instead of the "B. & O.," on white enamel. The old pin, however, holds good, as long as its usefulness as a pin is assured, but no more of the old variety will be made.

The president then asked for volunteers to go to help with the organization of chapters on railroads other than the Baltimore and Ohio, who had asked for such service. A number of those present signified their desire to help in this work whenever requested by their president to do so.

It was then made known that wives of the Veterans at Cleveland and Cincinnati are anxious that Ladies' Auxiliaries be organized on their divisions.

Many interesting reports were given when the president requested that each delegate tell something of the work on her division. Mrs. Charles Shipley extended to the Grand Lodge a welcome to the city of Baltimore. She told of the growth of the Baltimore Chapter to its present membership of 485, and that the underlying principle of her membership campaign was "Feed 'em." She wished success to all and pledged her support and that of the Baltimore Chapter to the Grand Body. Mrs. Shipley then extended a cordial invitation to the members to meet with the Baltimore organization on the afternoon of the next day.

One of the interesting reports was given by Mrs. Hopper, representative from Garrett, Indiana. Mrs. Hopper said that the Garrett Chapter was organized one year ago. Practically all of the town is composed of Baltimore and Ohio folks, so it was suggested that the Ladies' Auxiliary do something toward improving the grounds around the town library, which is supported by the people individually. A rummage sale was held and over \$300 was realized. They expect to put in a hedge and to buy some new books for the library. Neither the Ladies' nor the Veterans have had a good meeting place; oftentimes the men have not met at all. So, as a last resort, the Ladies' offered to pay rent for a meeting place for them all. They then set about to get the organization together. The Ladies provided an entertainment for the Veterans; about 60 were present, and they had a fine time. Mrs. Hopper is expecting greater results from the meetings during the coming year.

Mrs. Harrod, Washington, Indiana, said that the Veterans' Association at that point began with a chapter membership of 5 men and 4 women. They now number 250 and 41, respectively.

Mrs. J. M. Garvey, representative from Fairmont, told of their Hallowe'en balls, Thanksgiving parties, and other social activities. Said Mrs. Garvey, "Our Auxiliary was the fourth on the System to be organized. We do not confine our social events to meeting nights; we have such a good time at our parties that we have one for nearly every holiday. I travel 80 miles to my meeting on every third Saturday of the month."

Mrs. Howard told of the penny march for flowers, of the social affairs, musical programs, and membership teams—all of which make up a part of the meetings of the Newark Division Auxiliary. The charter membership of this chapter was 58; there are now 328 members, the Veterans of that chapter numbering over 600.

The meeting of the first day closed with a tour of the Baltimore and Ohio Building. On their visit to the third floor, where the offices of the president are located, they were met by James S. Murray, assistant to the president, who escorted them on a tour of these offices. For this courtesy the ladies express their sincere appreciation.

The important feature of the meeting of the second day was an interesting address to the Grand Lodge by President Willard. He told them of the many things they could do toward making their own homes pleasant and agreeable for the railroad man. He reminded them of the necessity of harmonious environments for the men in order that they might properly and faithfully attend their daily duties. He cited as an example the purpose of the Dinner Pail Contest which was carried on through the Magazine last year, and explained how each woman could do her share in working for the welfare of the Baltimore and Ohio Family.

The Ladies then voted that Mrs. Willard be made honorary member of the Auxiliary. Mr. Willard accepted in her name.

Mr. Bowers, ex-president of the Baltimore Chapter of Veterans, then gave an interesting talk on the work of the pensioners. Following this came the reports of various committees. It was then announced that Newark, Ohio would be the meeting place for next year's annual convention, and that the annual picnic would take place at Buckeye Lake, in June, 1922.

Mrs. Howard was then presented with a handsome umbrella, the gift of the representatives of the various divisions. The meeting adjourned with the singing of "God Be With You 'Till We Meet Again."

Ladies' Auxiliary of Martinsburg Serves Banquet for Veterans and Their Families— A Sermon without a Moral

Text: Brethren, beware of Martinsburg, lest the ladies of that city press food upon you so that ye become too full for utterance.

—From Brother Bowers' Book of Experience.

Brethren and Sisters:

When I look back with a retrospective eye and an overloaded stomach, I am constrained to make a few remarks concerning the dangers that may beset mortals who heed not the warnings of their physical makeup and insist upon attending the banquets at Martinsburg. However, the principal reason for my presenting the subject in this manner was inspired by a passage of well-chosen words, let fall by a Pullman porter on train No. 1. They were as follows:

"I hear dat dem Martinsburg **Reverends** is gwine to hab a banquet tonight."

How the word **Veteran** became so changed as to signify **Reverend** is beyond my power

to explain, but, speaking from a spiritual standpoint, there were, to my knowledge, three perfectly good reverends present at the banquet, which perhaps accounts for the statement. I shall now proceed to speak of some of the happenings at this banquet, if you will bear with me for a few moments. Thus may the warning be more strongly impressed upon your minds so that ye may be more inclined to heed the words of good advice.

On the evening of January 26, the Veterans, their wives and families gathered together for their annual banquet. Verily, when the hour of eight proclaimed the time for the beginning of the festivities, lo, the banquet hall was already overflowing with the spirit of good will and a goodly array of eatables, and persons numbering two hundred.

And verily, 'Brother W. L. Stephens stood at the door to see that nobody entered to enjoy the festivities without first presenting credentials.

Immediately, therefore, the election of officers began. The nominations had already been made, and the election was but a matter of a few moments, and verily, this pleased the hungry throng, for the odors of chicken, and ham, and potatoes and gravy, and coffee, and slaw, and salads, and baked beans, and celery, and rolls, and jellies, and ice cream had begun to prey upon their nostrils; and the tables had also become pleasing unto the eye. With their decorations of candies and baskets of flowers, the hall had become transformed into a veritable paradise, from whence no traveller would wish to return. For the ladies of the Auxiliary did credit unto their lodge and unto their husbands.

And I say unto you that the slaughter of chickens was great, and with gusto were



They took a trip to Niagara Falls, did these members of the Baltimore Chapter, Ladies' Auxiliary. They are standing, left to right: Mrs. Anna Riley, Mrs. Elizabeth Dill, Mrs. G. A. Bowers, Mrs. Julia M. Kinsey; seated, Mrs. Catherine Cox

they devoured. Thirty of them, said Sister Auld, had had their necks chopped off in her back yard. (I trust that the good sister realized the value of chicken-head soup.) And behold there was Sister Keedy, garbed in an apron of muslin fabric bedecked with bouquets of gingham. And she and the other good sisters not only served well, but also entertained the guests. And the smile of Sister Copenhaver was fair to see, and the ears of Sister Taylor were open wide for news for the MAGAZINE; and Sister Burkhart gathered in members for the Ladies' Auxiliary between the plates of ham and potatoes; and the noise that was made among the dishes which were passed to and fro was pleasing to the ears, for verily, it was as of the buzzing and humming of a swarm of honey bees. save that the ladies here represented needed no honey to render them sweet.

Soon there came the Cumberland Shop Band with all of the necessary accoutrements, including Signor De Luca and Ed. Warner. And verily, I say unto you, that these brethren did play. And the music thereof was sweet and altogether magnificent, so that one sister expressed the wish that this band might play at her funeral. And lo, when the band began an old-fashioned medley, the "Mocking Bird" indeed set many feet a patting; and "Oh, Suzanna!" became too much for the feet of Engineer Tom Foreman, who cut a pigeon wing at one end of the platform; and at the sound of "Turkey in the Straw," the ladies jigged back and forth from the kitchen as they brought in dainty morsels to feed the extra hundred people who had arrived. But the climax of the evening's foot shaking came when Brother and Sister Burkhart and Brother and Sister Copenhaver executed a square dance at the end of the room.

And behold, Brother Fauver, in a strong and appealing voice, brought unto the assembly a stirring message, for Brother Fauver is a man who dares to speak his own

thoughts, and the esteem in which he is held by his fellow men was expressed when they re-elected him as president for the ensuing year. Brother Fauver's remarks were beautifully illustrated by the singing of a hymn by the male quartette of the United Brethren Church, of Martinsburg. These brethren also added much to the enjoyment of the evening by rendering a series of gay songs. Dear to the Veterans also was the good old song, "When You and I Were Young," sung by Mrs. Annie Kilmer, accompanied by Miss Grace Fauver at the piano, and Mr. Lee Wolford, violinist.

The man who was scheduled as speaker of the evening, Ex-Governor Cornwall, was ill, and therefore was unable to be present; his place, however, was nobly filled by Ex-Senator C. J. Faulkner, honorary member of the Veterans' Association and Company's counsel. He brought to those assembled the regrets of Mr. Cornwall; he paid a noble tribute to the women, and told the men of what importance each one can make himself in the progress of the Country, for, as he said, there is no greater business in the world than that of transportation. "Brethren," said he, in conclusion, "my Veteran's card dates back to 1868; there is only one man ahead of me; this man is 81 years old, and at the expiration of 40 years, he retired. I am still going."

And behold, when the applause which had followed this speech had ended, Brother Wood, chief of Welfare, was called upon to speak. And he spoke. And the words of his mouth sank deeply into the hearts of his hearers. He spoke of the illness of Brother Sturmer and of his regret at having to be absent; and he voiced the sentiment of the assembly, for truly Brother Sturmer's familiar face was missed from its accustomed place. And Brother Wood spoke of the importance of transportation to the race, of the progress of the telegraph, the telephone, the airplane, and of the effects of these inventions on posterity.

Results of the Election, Martinsburg Veterans

President, H. W. Fauver
Vice-President, W. A. Burkhart
Recording Secretary, C. E. Auld
Financial Secretary, R. Russler
Treasurer, J. H. Aldridge
Sergeant-at-Arms, H. G. Wilger

EXECUTIVE COMMITTEE

A. J. Criswell	W. L. Jones
J. W. Kastle	R. L. Harris
L. M. Van Horn	C. B. Britt
G. E. Tederick	J. H. Copenhaver
J. T. Hasson	J. G. Davis
J. E. Oliver, Sr.	J. W. Thomas
E. B. Robertson	M. S. Deavers
R. F. De Lancy	J. R. Mercer
J. S. Cage	J. B. Rudy
M. Furr	A. Comrey
G. C. Kilmer	Horace Tabb
A. R. Sanders	J. W. Fellers

Members of the Ladies' Auxiliary Who Helped to Make the Banquet a Success

BANQUET COMMITTEE

Mrs. C. E. Auld, *Chairman*
Mrs. Bertie Baker
Mrs. C. H. Lowery
Mrs. J. H. Copenhaver
Mrs. Jennie Linthicum
Mrs. H. D. Brenisen
Mrs. W. G. Keplinger

ASSISTANTS

Mrs. W. A. Burkhart	Mrs. J. E. Pyne
Mrs. L. M. Van Horn	Mrs. G. E. Tederick
Mrs. L. Carper	Mrs. Clara Taylor
Mrs. J. W. Mathers	Mrs. H. W. Fauver
Mrs. J. M. Windham	Mrs. W. Williams
Mrs. E. T. Cline	Mrs. H. D. Airhart
Mrs. F. K. Welshans	Mrs. J. A. Zepp
Mrs. R. F. De Lancy	Mrs. L. A. Bowers
Mrs. T. Knuckles	Mrs. J. F. Wilhelm
Mrs. E. B. Robertson	Mrs. H. Robertson
Mrs. C. Grozinger	

Then Brother Bentley, of the Maintenance of Way Department, Baltimore, took up the thread, speaking of the unsettled condition of the railroads, and of the manner in which the Veterans could help to remedy this condition, and of the opportunities of railroad men.

Now, Brethren, comes the sad part of the story. Brother Bowers was introduced, but, like the virgins in the parable, he was not ready. But, strange to relate, his lamp was filled to the brim, so filled, indeed, with the good things which the women had prepared for him, that he was scarcely able to rise. And he had never ceased eating from the time he had seated himself at 8.00 o'clock until the minute when his name was called to speak. And the very chair creaked as he arose. And it became a great labor for him to speak. However, despite these obstacles, he paid a tribute to the officers and to the men of the Railroad and expressed himself as being satisfied with the amount of nourishment provided for him. But verily, had he known what was happening while he was in the midst of his address, the words had frozen on his lips; for lo, the sisters removed the food from the table, so that when he seated himself again, there was no more to be had without the consent of Sister Bowers, who, be it known, was not anxious that he should suffer with another attack of the gout. And Brother Bowers was exceedingly sorrowful, but we have learned since that the good sisters acted wisely.

Now, Brethren and Sisters, I would not neglect to mention the presence of Rev. W. A. McKeefrey, who offered the grace before meat; nor that of Reverend Wagner, of the

Our Locomotive Engineers Will Be Glad to Read This Letter

Mr. Kenneth P. Allen, Consulting Electrical Engineer, Uniontown, Pa., wrote us on October 3. The last portion of his letter reads as follows:

"It might interest you to know what one of the leading coal operators told me last week. We were on our way to Pittsburgh and I asked him if he traveled the Baltimore and Ohio very much. He replied that he hasn't traveled any other line, except when in Europe, for fifteen years. As for myself, I always prefer it to any other even if I have to walk a mile or two to get to the station.

"Let me ask you, how do you get your trains to ride so easy? There are very seldom any jerks and bumps. Do you have the method patented or why isn't it used on other roads?

"I will not take up more of your time but want you and your employes to know that their efforts are appreciated.

"Believe me to be,

A satisfied rider,

(Signed) Kenneth P. Allen."

Lutheran Church, and his good wife, who made merry at the tables; nor the presence of good Brother Seachrist, of the First U. B. Church, who dismissed the company with his blessing.

And as the festivities were being brought to a close, we saw Uncle John Ketzner, displaying his fifty-year button to the young ladies who gathered about him, for, as Uncle John says, "I'm mighty young yet, and I like to talk to the ladies." And Brother Allison, of Cumberland, sat on the front row and took in everything; and Brother Auld was the busiest man in the place, for whenever anybody wanted to know anything, "Charlie" was on the job. And behold, there was Brother E. B. Huffman, general car foreman, who was too modest to make a speech; and Brother James Hartley, 82 years old, with a service record of 45 years as conductor. And

standing together, as though to sing as a quartette, were Trainmaster Grove, Assistant Trainmaster Tomry, Road Foreman of Engines L. Crambidth, and his assistant, C. H. Norris. And Mrs. Charles Lewis, from Baltimore, held forth with the women voters. And great was the assembly which gathered together. And Brother Burkhardt regaled a certain lady about the time when he was young and when he took the girls sleigh riding. And Brother Tanner looked with an approving eye upon all of the doings of his "boys" and "girls." And verily, he enjoyed them greatly.

And now, Brethren and Sisters, my sermon is ended, for the banquet was a great success. There was not one among those assembled who enjoyed not himself, and all went home happy. Now, will you all kindly remain standing while Brother Tom Foreman cuts the pigeon wing?

Three Fifty-Year Service Buttons Presented to Connellsville Veterans at Get-Together Party

By S. M. DeHuff

WE KNOW not what manner of rallies are held by the Veterans' Associations of "foreign" divisions; we are, however, in a position to say, with much certainty, that when the Connellsville sector of the clan conducts a get-together party they make 'em snappy—worth while reporting in the dispatches of the day.

On the evening of December 22, the live-wire committee on our home division, made up of Edward Lowden, Walter Haines, Anthony King, "Billy" Turner, "Jim" Wardley, "Tom" Brennen and Mrs. M. M. ("Mac") Patterson, were instrumental in making the populace of this staid village sit erect and observe one of the most interesting and enjoyable affairs ever sponsored by our association.

Through the traditional hospitality of the B. P. O. E. Lodge, all locks were removed from the doors of its local home and some 400 folks manned the card rooms, bowling alleys and ballroom in a happy, care-free spirit that must have gladdened the heart of the Right Honorable George W. Sturmer, grand president of the Association, who generously shared the limelight with other distinguished guests.

Following a short era of handshaking and acquaintance-renewing, Samuel Ervin, with a display of oratory that was pleasing to his many friends, hushed the noisy throng and very ably introduced Division Superintendent R. W. Brown, who in turn held the attention of all with an interesting address. After speaking with pleasing brevity and pointedness on the aims and purposes of the association, the genial superintendent turned his attention to the three principal honor guests of the evening. Resting his hand on the shoulders of each, he introduced in turn, Daniel ("Tucker") Hunt, Thomas Woods and Sheppard Edmonds, representing a grand total of 150 years of unblemished

service record, and, with congratulatory expressions befitting these Veterans, presented each with the association's badge of honor—the 50-year gold button and beautiful bouquets for their wifely helpmates.

Then followed dancing of every known variety: square, round, jig and that well known brand—the "hoe-down," participated in by all ages, from seven year old curly-heads to patriarchs of seventy or more. And how everyone did eat! Cake, sandwiches, ice cream and coffee formed the *pieces de resistance* and between mouthfuls, folks either danced or listened to excellently rendered vocal solos.

Gazing in retrospect at the affair and mentally reviewing it from every known angle, the consensus of opinion is that the Veterans' Association gave its members and their many friends an evening of unalloyed, 18 karat joy.

Ladies' Auxiliary at Pittsburgh Elects Officers

THE Ladies Auxiliary of the Veteran Employees' Association, Pittsburgh Division, held its regular meeting on December 6, in I. O. O. F. Hall, Hazelwood, Pa. After the members had partaken of a splendid luncheon, the annual election of officers took place. The following were elected to serve for the ensuing year: President, Mrs. Frank Applebee; vice-president, Mrs. James Martin; recording secretary, Mrs. Joseph Meehan; financial secretary, Mrs. Phillip Ellery; treasurer, Mrs. Robert Hill; chaplain, Mrs. George Peters; marshall, Mrs. John McMunn; pianist, Mrs. Peter Klaus.

On January 3, the new officers were installed, Mrs. Heberling being the installing officer and Mrs. H. K. Daugherty serving as marshall for the installation. The president appointed Mrs. Ira Nicholson as chairman of the Entertainment Committee and Mrs. Bolton as chairman of the Finance Committee for the year 1922.

The business finished, Mrs. Robert Hill recited the little poem, beginning:

"It was midnight on the ocean,
Not a street car was in sight;
The sun was shining brightly,
And it rained all day that night."

Since our last meeting, Conductor M. J. Ford has passed away. We extend to Sister Ford our deepest sympathies in her hour of bereavement.

Our meetings are interesting and we hope to have many new members this year. We shall be glad to have our Auxiliary sisters from the other divisions visit us. Our meetings are held the first Tuesday afternoon every month in I. O. O. F. Hall, Hazelwood, Pa.

We wish to all auxiliaries, as well as to our own, many more new members this year and a Happy and Prosperous New Year to all.

The President of the United States on Industrial Relations

I decline to recognize any conflict of interest among the participants in industry. The destruction of one is the ruin of the other, the suspicion of rebellion of one unavoidably involves the other. In conflict is disaster, in understanding there is triumph. There is no issue relating to the foundation upon which industry is builded, because industry is bigger than any element in its modern making. But the insistent call is for labor, management and capital to reach understanding.

The human element comes first, and I want the employers in industry to understand the aspirations, the convictions, the yearnings of the millions of American wage-earners, and I want the wage-earners to understand the problems, the anxieties, the obligations of management and capital, and all of them must understand their relationship to the people and their obligation to the Republic. Out of this understanding will come the unanimous committal to economic justice, and in economic justice lies that social justice which is the highest essential to human happiness.—Warren G. Harding.

"They greet you with a smile—" "They always try to please—" "They make you feel that the Baltimore and Ohio is the Only Road—"

"That's the reason we are giving you all our freight —"

The following letter, commenting on our service, was addressed to President Willard by the president of an important industrial concern located on our lines. The friendly actions of our employes, as mentioned, not only redound to the reputation of the Company but also result in increasing the amount of business given us. And this, in turn, results in the employment of more men and contributes to the mutual benefit of the Company and its employes alike.

Lumber Company

_____, Pa.,

December 14, 1921.

Mr. Daniel Willard, President,
Baltimore and Ohio Railroad Company,
Baltimore, Md.

My Dear Sir:

On November the 26th, I left this city on train No. 5 for Chicago, and from there I went on to the states of Washington, Oregon and California, and when I got back to Chicago I took your train No. 6 back to our city here. In the last few years I have had to make several trips out that way on account of my business, and a great many people have said to me, "how does it come you always travel Baltimore and Ohio." I have answered by saying, "because when I am on their trains those gentlemen always make me feel just the same as if I was at home with my family." From your conductors down to porters on the train, when you go into your dining cars your men always greet you with a smile, and when you are in there they are trying their best to please you and make you feel, as well, that the Baltimore and Ohio is the only road, and I wish to state, Mr. Willard, right here that this is why the ————Lumber Company is and has been sending all their freight Baltimore and Ohio. In this city alone this year there have been about 100 cars of lumber come here for us. I feel certain that at least 85 to 90 of these cars came Baltimore and Ohio, balance ————. On my last trip back from the coast the day I was coming into Chicago on the ———— R. R., three parties said to me, "what is the best road to Washington, D. C.?" I said, "take the Baltimore and Ohio, by all means, as you can't beat that road, especially for service."

The third party wanted to come as far as Akron, Ohio. I got him to come Baltimore and Ohio and these first two parties also bought tickets Baltimore and Ohio to Washington, D. C., for they got on the same train with me, which was your No. 6, which left Chicago, Ill., at 6.25 p. m., Saturday night.

Now, Mr. Willard, your men all treating me so kindly as well as everybody else who comes in contact with them, is why I am such a booster for your road, and is why you are getting all of our business, as when business is good we handle all kinds of car loads that don't come to this city, but go to Cleveland, Pittsburgh and Philadelphia District from Aberdeen, Washington, and I route them Baltimore and Ohio or wherever your lines reach. I have said at different times to myself when I would make a trip over your road, that I was just going to write you what I thought of the Baltimore and Ohio, as I always enjoy hearing good reports from my men. I have always made it a rule that every man who works for our Company was going to get a square deal, and when I was away from them, why they would naturally work for my interest. I must say that your men do this, especially those west of Pittsburgh, Pa., as these men I come in contact with quite often.

Yours truly

President

Death Claims John H. Doyle, Veteran Passenger Conductor, Newark Division

But Finds Him with a Service Record of Fifty-two Years and a Clean Slate

RECORD O. K.!" How many of us, after half a hundred years of service can find this phrase written after our names? John H. Doyle, veteran employe, 65 years old, died suddenly at his home in Newark, Ohio, on Sunday, January 8. Had he taken the trouble to examine his service record with the Baltimore and Ohio, dating from the time that he was 13 years old, he might have seen this notation. But he did not need to look up his record, for having faithfully performed his duties from this time on, he had no reason to doubt that his record was a clean one.

"Captain" Doyle, as he was familiarly known, was born in Newark, Ohio, on November 15, 1856. In 1869 he came to the Baltimore and Ohio as watchman. On March 4, 1873 he was promoted to section-man; on June 18, 1874, he became machinist apprentice, and on January 12, 1876, train caller. His first experience "on the Road" began on July 9, 1879, as freight brakeman. The next year he was made freight conductor. Five years later he was promoted to passenger conductor, and this position he held until his death.

He was one of the best known and most popular railroad men on the System. His splendid work among the Veterans had marked him as a leader, and he was one of the chief promoters of this organization. He attended the meeting of the Grand Lodge of the Baltimore and Ohio Veteran Employees' Association, which met in Baltimore, Maryland, on January 5 and 6. He was re-elected to his office as grand sergeant-at-arms, and was instrumental in securing the agreement of the officers and members of the Grand Body to hold the annual meeting for next year at Newark, Ohio. He had returned from the convention to his home at noon on Sunday, when he was taken ill suddenly. His death oc-

curred at about 10 o'clock in the evening of the same day. He is survived by two daughters, Miss Cora Doyle, and Mrs. Leo T. Davis, both of Newark, and two sisters, Misses Sarah and Rose Doyle.

Although Mr. Doyle never aspired to office, he took quite an active interest in politics.

So great was Mr. Doyle's interest in the Veterans' Association that when a Ladies' Auxiliary was organized in his town, it was named the John Doyle Auxiliary. He sometimes referred to this in a jocular way, but it must have been quite a source of pride to him, for nothing pleased him quite as much as to mingle with his fellow employes at some social function.

Kind, courteous, obliging, charitable, willing to serve—these are some of the characteristics that mark the life of him whose service record is marked "O. K." There is hardly a Veteran of the Road who does not remember the tall, kindly faced brother, and his absence from the ranks will be noticed particularly by them. And although his place cannot be filled as he would fill it, yet it behooves the younger railroaders to look upon this man's life as a criterion by which they would judge their own service.

The funeral services were held from his late home in Newark on Wednesday, January 11, at 2.00 p. m. Interment took place in that city.

The love and esteem with which Mr. Doyle was held among his fellows of the Veterans' Association were ably embodied in a set of resolutions, drawn up by Brothers H. G. Fletcher, G. K. Bell, and H. W. Fauver. No selection from the field of verse, perhaps, could be more appropriate to the life of John Doyle than that which is used in these resolutions:

"Lives of great men all remind us
We can make our lives sublime;
And departing leave behind us
Footprints on the sands of time."

—Longfellow.

Following is a copy of the first resolution:

Resolved: by this Grand Lodge that there has never been a member of our Order who more loyally loved it, nor one who more steadfastly served it—or the Baltimore and Ohio Railroad, of which he was a faithful and valued employe for more than forty-five years—than Brother Doyle. Uniting in his heart, as he did, an enthusiastic love and admiration for the Order, he brought to our membership many helpful associates. And his wisdom and judgment, born of an unusual native ability and ripened by wide experience, made him a wise counsellor upon whom this Grand Lodge could always rely with confident assurance.



The late John H. Doyle

Thriving Ladies' Auxiliary at Martinsburg

THE members of the Ladies' Auxiliary at Martinsburg wish to express their appreciation to the officers of the Baltimore and Ohio for the donation of a meeting place for the Martinsburg Veterans and their wives. This meeting place is a room over the Baltimore and Ohio Passenger Station. The ladies of the Auxiliary have furnished the room nicely, and they spend some very pleasant evenings there.

Typical of the Martinsburg folks, a meeting would not be complete without refreshments. Therefore, as a treat to the Veterans, the Ladies plan to hold a social whenever practical. The Veterans and their wives now hold their entertainments at the same time, and refreshments have no little part in the evening's program.

The auxiliary reports at this writing that in addition to the money expended for food and entertainment, it now has a balance of \$181.66 in the treasury. Flowers and fruits are provided for the sick. The meetings are held on every second Thursday afternoon at 2.30.

All members of other chapters of the Veterans and of the Auxiliary are cordially invited to visit the folks at Martinsburg, who assure their visitors of a good time.

The Government Wants Men for These Jobs

1—Income Tax Auditors:

The collection of United States internal revenue taxes is a big job. The Government employs a force of 20,000 persons for this work, but notwithstanding this large force, several hundred more auditors and inspectors for the Income Tax Unit are needed. Competitive examinations for these positions will be held throughout the country on March 8.

2—Inspector of Safety Appliances, and Inspector of Hours of Service:

Examinations for these positions will be held on March 22 and 23. Vacancies in these positions in the Interstate Commerce Commission at salaries of \$3,000 a year, with necessary allowance for expense incurred while absent from headquarters in the discharge of official duties, and in positions requiring similar qualifications, at this or higher or lower salaries, will be filled from these examinations, unless it is found in the interest of the service to fill any vacancy by reinstatement, transfer, or promotion.

3—Inspector of Locomotives:

Examinations for this position will be held on March 8.

All information concerning the positions named above and the examinations for these positions may be obtained by writing to the United States Civil Service Commission, Washington, D. C.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

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

Motive Power Department

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

Maintenance of Way Department

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

Statement of Pension Feature

Employees who were honorably retired during December, 1921, and to whom pensions were granted:

NAME	LAST OCCUPATION.	DEPARTMENT	DIVISION	YEARS OF SERVICE
Christl, Joseph.....	Carpenter.....	Motive Power.....	Connellsville.....	30
Herndon, Shired C.....	B. M. Helper.....	Motive Power.....	Newark.....	39
Kelley, Daniel.....	Tunnel Watchman.....	Maintenance of Way.....	Newark.....	50
Littig, Thomas E.....	Clerk.....	Freight Claim.....	All.....	37
Luhrsen, Louis.....	Moulder.....	Motive Power.....	Ohio.....	49
Mather, Cyrus H.....	Operator.....	Telegraph.....	Indiana.....	17
McHale, John.....	Machinist.....	Motive Power.....	Baltimore.....	40
Miller, John Q.....	Trackman.....	Motive Power.....	Ohio.....	19
Norris, John W.....	Yard Brakeman.....	Conducting Transportation.....	Cumberland.....	41

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

During the calendar year 1920, \$342,993.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to October 31, 1921, amount to \$4,565,600.55.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Dunsmore, Frank H..	Machinist.....	Motive Power.....	Monongah....	December 24, 1921.	45
Hamilton, John.....	Engincer.....	Conducting Transportation	Cleveland....	December 24, 1921.	36
Putt, Charles E.....	Machine Operator...	Motive Power.....	Chicago.....	December 27, 1921.	31
Ryan, John A.....	Engineer.....	Conducting Transportation	Newark.....	November 28, 1921	45
Smith, Philip.....	Wagoner.....	Stores.....	Cumberland..	November 30, 1921	32
Watkins, Isaac.....	Cleaner.....	Cleaner.....	Supt. Bldgs...	November 30, 1921	37
Winter, Christo- pher C.....	Station Agent.....	Conducting Transportation	Newark.....	December 1, 1921.	31

Pensioners' Roll of Honor

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

GOLDSMITH—"The Deserted Village",

B. F. Norris

Benjamin F. Norris, pensioned conductor, tells his own story:

"I was born at Sandy Hook on October 23, 1849. At the age of fifteen I entered the service of the Baltimore and Ohio as water boy. I worked in this position until February 16, 1866, when I was transferred to helper, blacksmith shop. Here I worked and did all of the extra braking out of Sandy Hook until November 4, 1869, when I was given a regular job as brakeman on the Hagerstown Road at \$45.00 per month. This was about the first part of 1872. I was transferred to the First Division there. In 1878 I received my promotion as freight conductor. Shortly after being promoted I asked to be transferred to Sandy Hook because of my wife's health. I worked there until early in 1884 when I was transferred to the Hagerstown Road as brakeman. In 1884 I was again promoted to conductor. In this capacity I have worked until the time of my retirement October 10, 1921.

"While on the Baltimore Division I worked in every yard in Baltimore, down Pratt Street, hauling out snow at night. I worked on the Sheppard Branch, Washington Branch and Metropolitan Branch. In those days we used to take camel ten-wheelers over to Alexandria on the barge to Sheppard and go to Gordonsville and Manassah, get trainloads of stock, and take them to Baltimore.

"I have been in several accidents but always came out without a scratch. Consider the difference in railroading then and in railroading now. We had no air, no automatic couplers. We had links and pins,

goose necks and three links, and we had to stretch a bell cord over the train leaving the terminals. On the engine tank there was a reel on which to wind it. Arriving at terminal we had high couplers and low couplers. Before we got the goosenecks I, many a time, put a fence rail or a piece of timber of some kind under the wheels of the low in order to make the coupling. Sometimes we had no caboose and when we did get one, it was an old box car. We often amused ourselves at water stations cleaning ash pans and beating out smoke stacks. The trains were not run as they are now. They were run in what we called convoys, and were classed as No. 1 Coal, No. 2 and 3 Coal, Live Stock Express, Fast Freight and Tonnage, and were scheduled from Camden Cut Off, now West Baltimore. They would get their trains at different yards and pull out to Camden Cut-Off. When it was time to leave they would follow one another right along. I have seen many changes and ups and downs in my railroad experience and have known all the officers from President John W. Garrett up to the present time. Among those with whom I was personally acquainted, were: John L. Wilson, master of transportation; Frank Manse, general supervisor of transportation; W. M. Clements, general manager; Thomas Fitzgerald, general manager; and our present vice president, C. W. Galloway.

"I ran on the oyster train regularly, Baltimore to Grafton, and flagged on the Centennial train in 1876, Baltimore to Grafton."

Enoch D. Miller

Enoch D. Miller was born near Dillsboro Station on April 12, 1856. He attended

public school, and later Moore's Hill College. After leaving school, he went to work in a grist and saw mill. He began his career with the Baltimore and Ohio on May 5, 1890, on a fence gang, of which "Jim" Richardson was foreman. When this gang was laid off, Mr. Miller took up work with a section gang on Section No. 7.

On the night of the McKinley Flood he was called out to patrol the track. Here is the story as Mr. Miller tells it:

"I flagged a short freight train at the Big Canal. I told the engineer to pull off the fill at the east end of the canal, for the fill water was then within two feet of the track, and to stop as soon as he got the train over the road crossing. The track was washed out at Mile 44, and the train had just got over when the fill went out, and the fill at the west end of the canal washed out and left me on an island.

"On August 10, 1902, I began work with a stone mason's gang, and continued in this work until I was transferred to the position of water station foreman, Indiana Division. On December 26, 1920, I was taken ill and was obliged to quit. I was on the sick list until September 15, 1921, when I was retired. I had gone into the Relief Department on July 20, 1909."

Louis Luhrsen

Louis Luhrsen, pensioned moulder, Motive Power Department, Ohio Division, was born in Hanover, Germany, on October 16, 1855.

At the age of 17 he came to the United States and went to work at Zaleski, Ohio, as moulder, for the old Marietta and Cincinnati Railroad. In 1880 he was promoted to foundry foreman, and held this position until it was abolished in 1914, when he took up brass moulding. When the shops were moved to Chillicothe, he moved his family there and held the position of moulder until he was pensioned on December 1, 1921.

Mr. Luhrsen and his wife are now living in a pretty little home, on Bridge Street, which they own. He has two children, a married daughter, who lives at Gambia, Ohio, and a son, George, who is a machinist, Chillicothe Shops.

(Continued on page 80.)



"BY THEIR FRUITS YE SHALL KNOW THEM"

Men whose years of railroad service have added their names to our Pensioners' list. Left to right: Enoch D. Miller, R. T. Ault, Louis Luhrsen, George A. Phillips, B. F. Norris

Women's Department

Edited by MARGARET TALBOTT STEVENS

When Betty Beats the Batter

Griff Crawford, in the Kansas City Star

Oh, the buckwheat's in the offing,
And the time is drawing near,
When the cakes will grace the table
And the sausage will appear.
When mortal man will caper
In the joy of getting up
To the rat-a-tat ta-ratter—
Betty mixing up the batter—
Scrape and scrape, ta-rat ta-ratter,
In the big tin cup.

And the sausage will be frying
In the skillet sure, but slow;
And the coffee will be singing
In a language that I know.
And a man with any gumption
Will be gaily getting up,
To the rat-a-tat ta-ratter—
Betty beating up the batter—
Scrape and scrape, ta-rat ta-ratter,
In the big tin cup.

Oh, the buckwheat cakes are smoking
And the sausages are done,
And at last you're at the table,
And the carnage has begun.
Let the poets sing of summer,
Or the spring; I'm lining up
For the rat-a-tat ta-ratter—
Betty beating up the batter—
Scrape and scrape, ta-rat ta-ratter,
In the big tin cup.

Miss Mary Tansill, Telegraph Department, Baltimore, Wins Prize in Newspaper Contest

SOMETIMES Genius discovers a newspaper, and sometimes a newspaper discovers Genius. However it be, "it's an ill wind that blows nobody good," and the wind that blew in a contest held by the *American*, a Baltimore newspaper, once more blew into one of our offices at Camden Station, with the result that it pushed into the limelight another of our girls.

Our readers will recall the picture of Miss Grammes, the little lady in the freight agent's office, Camden Station, who won first prize in a beauty contest. Today we introduce to you Miss Mary Tansill, who only discovered that she could write when, urged by her mother, she entered the "Women In History" Contest. Although she did not win first prize, Miss Tansill is among the youngest of the prize winners, and we feel sure that her success will serve as an inspiration for a continuation of her literary work. Miss Tansill has promised to contribute to the *MAGAZINE* and we look forward with pleasure to hearing from her.

Miss Tansill's employer tells us that she is one of the best girls on the Railroad, adding, as an afterthought, "She's a sample

of the kind of girls we have in our Telegraph Department." A fine sample, Mr. Plumly; it tastes like more. Bring em 'on! Following is Miss Tansill's contribution to the contest:

She hath done what she could. Verily, I say unto you, wheresoever this Gospel shall be preached throughout the whole world, this also that she hath done shall be spoken of for a memorial of all the women in history.

Thus spoke Jesus of Mary, the sister of Martha and Lazarus.

Mary possessed a small box of costly perfume, which she prized above all of her other possessions. Trying to find a way to show her great love for the Master, she remembered this perfume, and without a thought of self, she gave her gift—her all—to Jesus, who so appreciated her humble sacrifice that he spoke the words which have made her name immortal.

She is the one I would like to have been.

I would particularly like to have been Mary because in doing this little deed she expressed the three things which I think are essential to greatness—unselfishness, humility and service. Her deed was one so commonplace and easy that a child, so desiring, could have done; and yet it was so glorified by these things that her name will live forever.

It is because I so earnestly desire to possess these three things that I would like to

have been Mary; glorifying the little things and through unselfishness, humility and service, do something that wherever it was told, people would recall my little act and remember "He who would be great, let him serve."

The Lazy Boy

The parents of a small boy were greatly disturbed by a teacher's report to the effect that their son was the laziest boy in school.

"He is so lazy," the teacher declared, "that whenever I ask him to read he becomes sleepy in a few minutes."

Scolding and whippings proving of no avail, the boy was taken to the family physician. The latter, to the parent's surprise, passed him on to a specialist, who found him much in need of glasses. As soon as he began to wear these he kept up easily with his class and no more complaints were heard of his laziness.

* * * * *

How many misfit men are in this world today who in their boyhood days were called "lazy," whose parents have committed a crime against them and against society. Don't call your boy or girl lazy until you KNOW that their eyesight is as well taken care of as the rest of their little bodies.

Hot Cakes

*As baked by Second Chef Grant Jordan,
Six Years' Service on Car 1005,
Steward F. C. Panghorn*

The following recipe makes a good many cakes. The recipe cut down to half quantities will make enough for a good sized family.

½ gallon flour
1 heaping tablespoon baking powder
1 quart milk
3 eggs
1 tablespoon sugar
½ teaspoon salt

Mix well. Have griddle well heated. Rub the griddle over with the inside of a bacon rind. It it smokes, it is hot enough. Then wipe off the grease with a clean rag. Now the griddle is ready for the cakes.

Stir the batter well each time before pouring it on the griddle, first making sure that the batter is full of bubbles. If it is not, this means that the baking powder has lost its strength and has become "flat." It



Ladies,
Right dis way fo' de hot
cakes!

such is the case, the cakes will not be light, unless more baking powder of a better quality be added.

Shift the griddle around at intervals in order to keep the temperature even. When the cakes get full of little holes and their

edges are crinkly, they are ready to be turned. If there are large white spots on the cakes, this means that the griddle is too hot.

If these cakes aren't the best you have ever tasted, Chef Jordan will eat them for you.

Sidelights on the Convention of Ladies' Auxiliary

OFTIMES the Veterans tell us of the strange yarns which are told by their own old timers. Now that the Ladies' Auxiliaries have come to the fore with a Grand Lodge all of their own, it seems only fitting that we should exploit some of their deeds, and relate some of the yarns which they have told from time to time. First of all, we have discovered that the newly-appointed president of the Grand Lodge is a poetess. In her address to the officers of the Auxiliary, she said:

"Now let us keep these vows
That together we have taken,
Then let us seek for what is best
Each morn when we awaken."

Pretty, isn't it? Now let's listen to a conversation which took place between the delegates from Baltimore and Martinsburg:

Mrs. Shipley: You can always depend on Mother Shipley and her girls from Baltimore.

Mrs. Bowers: I second that, all right. If you don't believe that we accomplish things, ask our friends from Martinsburg.

Mrs. Burkhart (from Martinsburg): Yes, indeed, Sisters, they come up to Martinsburg and eat up everything we have.

* * * *

In the midst of the convention, a peculiar scuffling noise was heard outside the door. It developed that Mrs. Keane, delegate from Grafton, was asking Mrs. Hopper, of Garrett, the newly-appointed outside marshal, to show her muscle. The biceps were duly displayed. "Oh!" shouted the Lady from Brunswick, "Bring me a glass of water!" and somebody went over in a heap. But the Lady from Grafton was convinced that the Lady from Garrett was well equipped to handle the most obstreperous intruder.

* * * *

Mrs. Garvey, the newly-elected vice-president, now took the stand.

"Girls," she said, "I know that some of you are wondering how my husband and I get along." (Chorus of giggles, titters, etc.) "Well, it's just this way. Did you ever hear of the story of the man, his wife, and the yoke of oxen? A man and his wife were continually in hot water. One day they almost came to blows, but decided that a breath of fresh air would do them both good. They went out and took a walk down the country road. Soon they passed a team of oxen, who were pulling together

so beautifully that John could not help saying, "Mary, why is it that we can't get along like them two oxen?" And Mary duly replied, "Ah, John, I reckon it's because they've only got one tongue between 'em." The applause that followed this story was finally broken by a voice from the West. "And whose tongue did you say that is, Sister?"

* * * *

Voice from Lima: May I ask for a word from Sister Bowers, our new treasurer?

Sister Bowers: I shall have very little to say. My husband is long-winded enough for the two of us.

A Railroad Valentine

By Ethel Mead, in the "News Item."

Miss Mead is foreign per diem clerk, N. C. & St. L. R'y., Nashville, Tenn.

SAL went UP to Baltimore,
And there she found a BO.
They soon decided they would wed,
They liked each other SO.
Alas! I wish that I could say
They lived quite happily.
Their UNION was a sad mistake,
As you will plainly see.
For SAL was raised upon the farm,
The COW she milked each day,
While he had learned to spend his dough,
Upon the great white WA.
He had a GRAND TRUNK full of clothes,
In which he dressed quite GA,
And many MANUFACTURER'S things
For which he did not PA.
He flirted with a chorus girl,
ANN ARBOR was her name;
The way he made the money fly,
It really was a shame.
At first all things went well until
Their credit, it grew shorter,
And soon to SAL'S dismay she found
They'd got into DEEPWATER.
One night he went out to the club
And drank some rock and RI;
He reached his home at 2 AM,
And SAL began to CRI.
"IC you are a reckless man,"
The prudent LAS said she;
"We'll soon be broke if you don't save,
Now you just wait NC."
I want a nice new COPPER RANGE
Beside the kitchen door,
Or maybe one of NICKLE PLATE,
Like one I had B4.
Of credit we will soon have NONE.

Oh, listen to my PLE!
Nor coin to buy the COAL AND COKE,
In KENTUCKY AND TENNESSEE."
But he replied: "Just what I'll do
"Tis not for you to SA.
I'm going after ELLEN N,
And sail upon the BA."
He leaned upon the window CIL
To cool his fevered brow.
"If I were home with little CIS
She would not raise a row."
But trouble he could not escape—
His bills they all were DU.
His creditors got very sore,
And then began to SOO.
"An awful RUT I'm in," he said;
"Of cash I have no MO.
We'll take the train at 8 PM,
And to your folks we'll go.
I cannot now a wife support,
But if I can't, they can.
'Twill make them proud to see their SAL
TACOMA EASTERN man."
But SAL had gotten wise to him—
She was not blind nor deaf;
She said: "This is my Q, pro TEM;
My motto is SF (Safety First).
You shall not TAG along with me—
An Eastern man B DAM (Beaver Dam).
I wish I'd married my old beau,
Who lived in Birmingham.
I'll make a CRIP of you for life—
Take this, and this, you SAAP."
She seized a long PANHANDLE,
And gave his head a rap,
And now IT was a sight TC.
She floored him with a MOP:
She would not listen to his SI,
But straightway called a COP.
She took a SHORT LINE home route, KUT
Toward the COTTON BELT.
And if you've read this sorry tale,
You NO just how she felt.



Doris Virginia, 6-year old granddaughter of G. D. Crone, retired train caller, Camden Station

Long Waists and Slim Skirts in Season's Recipe for Smartness

By Maude Hall

FASHION'S recipe for the coming season includes the long waist, slim skirt, bell sleeves, irregular hemline and colorful trimmings in gracious abundance.

Bell sleeves imply that Fashion wishes to be practical. They are easily achieved by reshaping the mandarin sleeve, and like the chemise frock, can be developed in as many ways as there are clever dressmakers to make them. Trimmings are colorful; so are materials. There is an increasing vogue of the soft, dull reds known as brick, Venetian and American Beauty. In broadcloth these tones are unusually rich, and even conservative women attempt them with trimmings of black, midnight blue and gold.

Broadcloth has returned to the mode with a glamor that puts its glory of former years in the obscurity of a smoke screen. It is soft, supple and lustrous, exceeding far in its practical qualities the silk-finished pile fabrics of mountainous price. It is used for models created for both dressy and practical wear. Black broadcloth trimmed with henna or American beauty braid is conservative in tone, yet typical of the latest Paris ideas. Delightfully styled is a model with bateau neck and bell sleeves. American beauty soutache braid is stitched about the neck in artistic design, appearing again on the lower edges of the sleeves. A belt of American beauty Georgette faced with black crepe de Chine holds in the fulness at the waist and is tied in a large, soft bow at one side. If preferred, the front of the dress may be slashed and rolled back to form revers, giv-

ing an opportunity to use one of the little vestees of lace or linen so much in vogue.

For informal afternoon affairs there comes a charming frock of arbutus-pink satin crepe, with an applied front and back made on the reverse side of the material. This idea is frequently employed when double-faced fabrics are used to fashion a dress. Rows of black satin buttons with little gold bead centers stand like sentinels on either side of the front, and the black-and-gold color scheme is repeated in the embroidery on the long, large sleeves. The neck is Florentine, of course, and collarless.

A simple thing, harmonious yet bold, is a straight-line dress in navy-blue broadcloth stitched with Venetian red chenille cord. The cord is partly veiled in its course around the lower edge of the skirt by straight panels, which exceed the hemline by several inches. These panels are cut in one with the upper part of the dress, and there is a vest of red satin. Reversible satin ribbon is used for the belt, so that one may have a choice of red or dark blue. The trimming on the sleeves, however, is a replica of that on the skirt.

The slim, straight Chinese line has reached perfection in a daytime frock of navy broadcloth, with round collar of self-material, and long flowing sleeves. Bias folds of broadcloth trim the sleeves, but the neck is outlined with a narrow fancy braid. This braid is repeated on the inserted pockets, while Chinese rings and buttons are strung on a silken cord to form the girdle.



For the Stylish Stout

THE effective straight-line frock pictured in the first model is smartly plain and especially becoming to stout figures. It is in black, with a trimming of black silk braid. A bit of color is introduced in the vest of brick red with narrow black Val. frills. Medium size requires $3\frac{1}{4}$ yards 54-inch Poiret twill.

Canton crepe is effective for the next frock, dark blue with fuchsia soutache braid being a modish combination. The fronts of the waist are slashed below the waistline, and the upper edges gathered. Buttons and bias folds of self-material trim the skirt. Medium size requires $4\frac{3}{4}$ yards 40-inch material.

First Model: *Pictorial Review* DRESS No. 9603. Sizes, 34 to 46 inches bust. Price, 35 cents.

Second Model: DRESS No. 9578. Sizes, 34 to 44 inches bust. Price, 35 cents. Embroidery No. 12615. Transfer, blue or yellow, 40 cents.

LADIES' ONE-PIECE SLEEVELESS DRESS. No. 9723. Seven sizes, 34 to 46 inches

WOMEN READERS!

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

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

Name.....
Street.....
City..... State.....
Size.....
Send pattern number.....



Lesson in Home Dressmaking

The Straight-Line Frock of Serge for Practical and Dressy Wear



Blouse 9715 Dress 9723

bust. Width at lower edge about $1\frac{1}{2}$ yards. Size 36 requires $2\frac{1}{4}$ yards 54-inch material. Price, 35 cents.

LADIES' AND MISSES' BLOUSE NO. 9715. Sizes, 34 to 46 inches bust, and 16 to 20 years. Size 36 requires 2 yards 40-inch material. Price, 30 cents.

Pictorial Review Designs

Price 35 cents each

OVERBLOUSE NO. 9868. Sizes, 34 to 46 inches bust.

SKIRT NO. 9873. Sizes, 16 to 20 years and 34 to 48 inches bust.

OVERBLOUSE NO. 9871. Sizes, 16 to 20 years and 34 to 46 inches bust.

SKIRT NO. 9873. Sizes, 16 to 20 years and 34 to 48 inches bust.

DRESS NO. 9836. Sizes, 34 to 50 inches bust.

COSTUME NO. 9862. Sizes, 16 to 20 years and 34 to 46 inches bust.

OVERBLOUSE NO. 9821. Sizes, 34 to 46 inches bust.

DRESS NO. 9857. Sizes, 34 to 48 inches bust.

Sugar Cookies

Contributed by Mrs. W. D. Roebuck,
Lima, Ohio

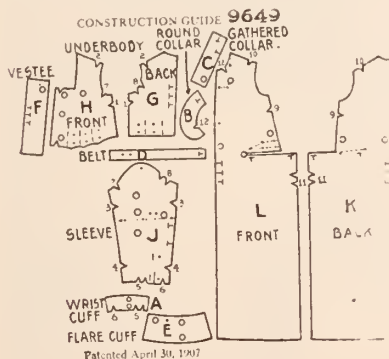
- 1 heaping cup lard or butter
- 2 cups sugar
- 2 eggs
- 1 cup sour milk
- 1 level teaspoon soda, well dissolved in the milk
- 1 teaspoon baking powder, sifted with the flour
- Pinch of salt
- Enough flour to make into a soft dough
- 1 nutmeg.

SERGE is used for this slip-on dress with square neck and large armholes. It is slashed at the center-front, the edges being bound with black satin. The vestee is also of satin, but if something more enlivening is desired, fancy ribbon could be substituted. The dress is slashed below the waistline, the lower slashed edges being gathered and joined to the upper edges. The sleeves and vestee are adjusted to the underbody. Medium size requires $3\frac{3}{4}$ yards 44-inch material, with $\frac{7}{8}$ -yard lining and $\frac{1}{4}$ -yard satin for the vestee.

The front and back of the dress are cut on a lengthwise fold of the serge, to avoid seams. The collar is laid on the material to the left of the sleeve and right of the front gore. Sleeves and cuff must have the large "O" perforations resting on a lengthwise thread of material for correct cutting. For the underbody, fold the lining in half and arrange the back along the lengthwise fold as shown in the guide, the front having the large "O" perforations laid along the selvages.

Before moving the tissue from the material, make all notches and indicate the perforations and other marks supplied for proper construction. Then, face around the armhole edges of front and back to about three inches deep. Use serge for the facing. Close underarm and shoulder seams, then hem the front. Plait the lower edge, bringing folded edges to corresponding small "o" perforations, and stitch. Hem the vestee and adjust on underbody with center-fronts and single large "O" perforations even. Tack to position on right side, and finish left for closing.

Now, close the sleeve seam as notched. Sew cuff "E" to sleeve, matching single large "O" perforations, and bring small "o" perforation in cuff to seam of sleeve. Bring the ends of the cuff to small "o" perforations in sleeve. Sew sleeve in armhole as described for long sleeve.



Slash front of blouse through the fold at center-front and finish the edges, turning away $\frac{3}{4}$ -inch at upper edges of slash. Graduate front section at the large "O" perforation. Take up a dart above the slash, bringing together and stitching along corresponding small "o" perforations. Terminate the stitching at the single small "o" perforation. Slash back of dress (at extension) between small "o" perforations. Gather lower slashed edges in front and back of dress between "T" perforations and sew to upper slashed edges with underarm edges even, making seams $\frac{3}{8}$ -inch wide at the underarm edges. Graduate seams into nothing at the inner edges of slashes. Stitch tape underneath the slashes for stays. Close underarm and shoulder seams as notched. Sew collar to neck edge of dress, with notches and center-backs even. Outline the collar with narrow braid, if desired, and repeat the trimming down the front of the waist.

DRESS NO. 9649. Sizes, 34 to 46 inches bust. Price, 35 cents. (Lesson in Dress-making.)





The Castle of Discord

By Mary E. Clarke,

13 year old daughter of J. D. Clarke, Superintendent of Transportation, Eastern Lines

ELIZABETH was getting sleepy. She could hardly hold up her head. It was nine o'clock, long past her bedtime. She had been thinking a great deal about Fairyland, for her mother had just read to her a story about the little girl who had been on her way to see her sick grandmother when a wolf had come up and spoken to her. You all remember the story, I am sure. Elizabeth liked the story best of all. So, as she sat before the fire, she saw herself in her dreams as this very little girl.

Presently she heard a noise. She started up and saw before her a beautiful fairy, all clothed in white and holding a small box in her hand. But while Elizabeth stood looking at the fairy, I must tell you something about her.

Elizabeth was a pretty little girl, but she was very naughty and inconsiderate. She would not tidy up her room nor make up her bed. When mother called her to come and tidy up her room or to make up her bed, Elizabeth always pouted and only replied, "Wait-a-min-ute!"

Now we shall go on with the story.

At last the fairy spoke.

"My child," she said, "you wish to go to Fairyland, do you not?"

"Indeed," replied Elizabeth quickly, "I should love to go. There is nothing in the world that I should like better."

"Then," directed the fairy, "put on this ring and you will have your wish fulfilled. You will need only to turn it and you will find yourself in an entirely different world." So saying, she gave Elizabeth the most beautiful ring she had ever seen. Elizabeth put it on her finger. It fitted her perfectly. Then, as the fairy had directed, she turned the stone.

Presto!

Elizabeth found herself in a wonderful garden, full of beautiful flowers. But the most beautiful thing of all was a wonderful castle, set just in the middle of the garden. It was toward this castle that Elizabeth directed her steps. The gates were open. She walked in.

At the threshold she stopped and gave a little cry; then she hurried forward.

All about her on the walls were beautiful

pictures, scenes from far away countries, and many of them so realistic that Elizabeth could scarcely believe that they were pictures. The walls were hung with rich tapestries. The floors were spotless and highly polished. From the basement to the tower she went, and wherever she made her way, each place seemed more beautiful than the other. Each room was furnished differently. At last she came to a standstill in the big reception hall which she had first entered. She was examining the beautiful tapestries once more when she heard a voice:

"Turn the diamond, Elizabeth, turn the stone."

Elizabeth did as she was told. Immediately she regretted her action, for the beautiful castle was gone. In its place was a castle, yes, but in such a condition! Gone were the beautiful floors, the lovely tapestries, the pretty pictures—all, everything beautiful, was gone. The floors were covered with dust and dirt; the pictures were so full of soot that they were hardly recognizable; the walls were hung with cobwebs instead of tapestries. Elizabeth could not see out of the windows, they were so dark and dingy from the dust that had settled on them. Even the corners of the rooms were filled with dirt.

As she stood looking sadly at these things, a fairy appeared before Elizabeth. "Elizabeth," said the fairy, "you know that you have been very careless and untidy. Because of this you shall take the consequences." Then the fairy disappeared. As she vanished there began to follow her a noisy collection of untidy looking dogs, cats, squeaking rats and mice, and all kinds of other slovenly, uncared for animals. As she came to the flight of stairs she fell. Down, down, down! she went. Then all was dark.

"For goodness' sake, Elizabeth," cried her mother, "get up from the floor!"

"Why, er-er-er-where am I?" cried Elizabeth in great surprise.

"At home, in your room, of course." Elizabeth looked around. Sure enough, she was right at home in her pretty bedroom.

"Well!" she declared, "I must have had a dream."

"I should think so," said her mother, "I heard you screaming and I had to come to see what was the matter."

Elizabeth smiled, and although she did not tell her mother about her strange dream, her mother never had to tell her to tidy up her room or to make up her bed again, or even to pick up her things, for Elizabeth always remembered her dream and profited by it.

Dear Girls and Boys:

Those of you who have not yet sent in your contributions for the "Our Town Contest" will still have time if you will hurry up a little. The contest closes on February 28; that is, your entries are due at this office on or before March 1. If you have not already read all about it, get a copy of the January Magazine quickly, read about it, then let me hear from you before March 1.

One little girl sent in her contribution even before the January number was out, just because I had said in the December number that we were going to have such a contest. The January number also tells about the prizes. The winners may choose the books they would rather have, or, if you prefer, I shall choose them for you. Perhaps some would rather have story books, while others may possibly need dictionaries for their school work. Don't forget to send me your pictures, if you possibly can. We are going to have a "Picture Page" after the contest anyway, so I'd like to have all of your pictures. On the back of each picture or on a separate piece of paper, please write your name and address plainly. Enclose your picture with heavy cardboards so that it will not break in the mail.

If you have already sent in your entry for the contest and you want to add something to what you have already told me about your town, just send it in before March 1, and I shall be glad to put it with the papers you have already sent me before they are judged for the prizes. All contestants will



Mary Clarke, author of the story,
"The Castle of Discord"

be notified as to the names of the winners by March 30, and the names and pictures of the winners, together with their contributions will be published in the MAGAZINE. The six best compositions will be the winners, so be sure to get yours in.

I want to thank our little folks for the nice letters and stories which you find on these pages. With lots of love and hoping that I shall hear from you all, I am

Yours lovingly,

Aunt Mary

Little Letters from Little People

HERE are three little people to begin the month with: Mary Clarke and Helen May Leslie, both of whom have written a story for us, and Minnie Loury, who lives 'way out in Kent, Ohio.

Baltimore, Maryland
New Year's Day

Dear Aunt Mary:

I am sending you an original story which was suggested by our class in Home Economics. I thought perhaps you might like it for the MAGAZINE.

Wishing you a Happy New Year,
Your loving niece,

Mary Clarke.

Hazelwood, Pa.,
December 26, 1921.

Dear Aunt Mary:

I have decided to join the Children's Page in the BALTIMORE AND OHIO MAGAZINE. My father is a Baltimore and Ohio fireman on a passenger train from Pittsburgh to Wheeling. My age is ten. I am in the sixth grade at school. In February I go to the seventh. I can sing, dance and play the piano. I take elocution lessons and I love to write compositions. I will send you one which I have written about the "Coal Fire." I suggest that we write about Spring in the March number. I would like very much to take part in the prize contest—the descriptions of our home towns.

Sincerely yours,

Helen May Leslie.

144 W. Summit St.,
Kent, Ohio.
December 27, 1921.

Dear Aunt Mary:

I have read so much about you in the BALTIMORE AND OHIO MAGAZINE. I always read the letters that you write to girls and boys. I am willing to start in your little club, too.

My father is section foreman on the New Castle Division, Section No. 20, Kent, Ohio. Please write to me and let me know if I can start in your little club.

I am,

Yours truly,

Minnie Loury.

Indeed, Mary, Helen and Minnie, we welcome you to our big circle. I shall be glad to have all three of you girls, as well as *all* of our little girls and boys who read the Children's Page, enter the "Our Town" Contest. Hurry up and send in your stories of your town.

Louise E. Barker, daughter of Storekeeper T. H. Barker, Ivorydale, Ohio, sent us a fairy tale, "The Pot of Gold." If we find room for it we'll use it this month; if not we'll wait until the March number. Thank you, Louise.

The Coal Fire

By Helen May Leslie,

Daughter of Fireman, Pittsburgh Division

IT was a stormy winter in Scotland, but there was one little village which was the coldest of all. The background of the village was a great highland. Some of the peasants were in poor circumstances, but many of them were quite comfortable.

In one of the houses of the peasantry were five little rooms, all clean and tidy, but the people who lived there were poor, so that they had not much furniture for the house. In one bedroom there was a bed, a chair, and a rough box that served as a dresser. In another room there were two beds, two chairs, and two such dressers. In the kitchen downstairs there was a sink, a cupboard, a large table, several chairs and stools, and a stove. In the sitting room there was a little stove that did not give out much heat. Here was also a couch, a little organ, and some other small pieces of fur-

niture. But the best room of all was the library. Here were four bookcases, a table, an oil lamp, a large, old arm-chair, a couch, and a coal fire.

In this little house there lived a small family, a father, mother, and two children. They were quite poor. They had been wealthy when their grandfather had lived, but they had since lost their fortune. The father had been compelled to seek an humble position, and as business was very poor, he took a job as wood-chopper.

At night, when the father came home, he would always go to the library and sit in the big chair before the coal fire and dream until he would fall asleep. As the children grew older, they would climb upon his arm-chair and say, "You won't have to work very long, Father, for soon we shall be old enough to help you. Then we shall all be very rich."



Above: Ruth Eleanor and Richard, twin babies of Roundhouse Machinist "Dick" Thran, East Side, Phila. Below: Eileen, Frances and Catherine, children of Conductor A. E. Clark, Mt. Clare Yard (Photo by Piper)

The father would laugh and tell the children, who were then eight and ten years old, that they helped him already. Then the children would beg him to tell them the wonderful fairy tales that he always had ready.

One night, when they had climbed into their father's lap for a story, he began a wonderful fairy tale. It was about a little girl whose parents were so poor that they had nothing to eat. How that one day the mother gave the little girl a basket with a little food in it and sent her to seek her fortune. The little girl had fallen asleep on a curbstone, and in the morning when she awoke she found herself in an inn, where somebody had taken her. The innkeeper kept the little girl to wait upon the table. One day a traveler came in. He gave the innkeeper's wife a hundred pounds—which was a good bit of money—to let him have the little girl. He was a wealthy man and he took the little girl to London. After a time he took the little girl and set sail for America, where they found her parents. The rich man gave her father a good position, and they all lived happily ever after.

"My!" exclaimed the little boy, after the father had told this wonderful story, "where do you get all of these good stories?"

"Well," said the father, "I read them in the coal fire."

"Oh," said the little girl, "how I wish that I were as great as you."

Then the children kissed their father and went skipping off to bed.

The next morning, after the father had gone, the little girl said, "Let us go into the library and watch the coal fire." The little boy agreed. They sat there all day. At last the father came home. They all ate dinner, then, as usual, they went into the library.

"Now, Father," said the children, "we have a story to tell you."

"Let's hear it," said the father, laughingly.

The children began. I shall not take the time to tell you what it was, for it is growing late. When they finished their story, the father was surprised.

"Where did you get such a fine story?" he asked.

"The same place that you got yours—in the coal fire," answered the children.

"That was certainly a fine one," declared the father. Then he went to the book case. "Read some of these books," he said, taking several from the case and handing them to the children. "These will help you to express yourselves better."

On the next day the children studied the books very hard. When the father came home they said to him, "Father, what do you think we have done? Guess."

"I can't guess," said the father, "you tell me."

"We have written a story which we are going to keep," they said.

"My!" exclaimed their proud father after he had read the story, "we must keep this; it may make us a whole lot of money

some day." And the happy children were so delighted that they kept writing and writing more and more stories. Their stories were mostly of fire and fairies.

One day they sent all their stories to an editor. He used them in books and magazines and sent the children money for them. At last the children told their father and mother that they were going to buy new furniture for the little house and get rid of all the old things. So they cleared the house of all the old things except the old chair and the wonderful coal fire from which they got all their stories. The father soon quit his job as wood-cutter and became an editor. And, as all stories end, they lived happily ever after, and it was all because of the coal fire.

Why We Keep Valentine's Day

By Cathrine Hadden, Dover, Ohio

ONCE upon a time there was an old man whose name was St. Valentine. When anybody was ill he would go to visit them and he would send them nice letters. He loved everybody and everybody loved him. He was just about the nicest old man around. After his death, people kept the 14th of February in honor of him who was so kind to them. They sent pretty letters and cards in memory of him. These were called Valentines. And to this day the people keep this anniversary in the same way; and the day is called St. Valentine's.

The Little Business Getter

Once upon a time
There lived
A little boy
Named Sammy.
His daddy was
A conductor
On a passenger train.
And every time
Daddy came home
Sammy would climb
Upon his knee
And ask for stories
About the engine,
The long train,
And about the people
Who rode it.
One night
Daddy said:
"Sammy, my boy,
"Do you know
"Of anyone
"Who is going
"To take a trip?"
Quick as a wink
Sam replied:
"Yes, Daddy,
"My teacher said
"She's going to
"A convention
"In Chicago,
"Next week.
"And we're to have
"A substitute."
Daddy smiled.
"Then, Sammy boy,
"Suppose you ask her
"To take her trip
"On the Baltimore and Ohio."
Sammy laughed
With all his might.
"Oh, Dad," he said
As he bounced
Up and down
On Daddy's knee,
"I've beat you to it,

"I've already asked her,
"I told her she
"Could ride
"All the way
"On my daddy's train.
"She said that she
"Had not intended
"To go that way,
"But to please me
"She'd try it."
"Good!" shouted Daddy
Tossing the boy
Over his shoulder.
"Now run along
"And get your pen
"And write a letter
"To Aunt Mary.
"Tell her all
"About it."
So Sammy ran
And did exactly
As Daddy had said.

Now, boys and girls,
If you'll do just
What Sammy did,
And get someone
To ride our trains—
Someone
Who didn't intend
To go that way—
Just write a letter
To Aunt Mary,
And she will say
What she told Sammy.
Then you'll be glad,
And she'll be glad,
And everybody
Will be so glad
That even the engines
Will sing a song
Because you helped
To fill the trains
For them to pull.



Safety Roll of Honor

Baltimore Terminal

Conductor W. F. Schrodetzki discovered a broken rail in the west leg of the "Y" track at West Baltimore on the morning of January 6.

Such an observation proves that some of our employees are doing their utmost to co-operate with the "Safety-First" campaign and have the interest of the Company and their fellow workers at heart.

Operator C. H. Berry reports the following:

On December 31, 1921, while Bay View drag engine 1802 was working in Mt. Winans yard, Conductor J. H. Hoffman, in charge, with the assistance of Brakemen H. Williams and W. Duvall, rescued John Thurman, 13 years of age, from drowning in Waxter's ice pond at Mt. Winans. The ice was not sufficiently strong to bear the weight of the boy, who ventured on it with a little sleigh, breaking through into 16 feet of water. Conductor Hoffman and his brakeman realized that it was necessary to act quickly. Hoffman immediately ran to his caboose, secured a rope, tied a piece of wood to it, threw in to the fast drowning boy and with the aid of Brakemen Duvall and Williams dragged him to land and safety. Whether dragging coal or saving lives, John, Bill and Harry are always on the job.

Baltimore Division

On June 8, 1921, Operator A. H. Bernadou, on duty at Silverside, Delaware, observed fire flying under one of the Pullman cars in No. 503. He immediately got in touch with Wilmington, where the crew of No. 503 was notified and it was found there was a broken journal under Pullman Car "Cod-dury." Mr. Bernadou's close observation of passing equipment and prompt action in this case possibly averted an accident on the road.

At 4.20 p. m. on October 29, Signal Maintainer H. H. Mitchell observed a bent axle on Baltimore and Ohio 170223 in extra east, engine 4850. He flagged the train and the crew set the car off at Concord. By his observation of passing equipment, Mr. Mitchell averted a possible derailment.

About 8.10 a. m. on November 14, while Signalman C. W. Proctor was going home from Clayton Tower, he observed a broken rail in No. 2 track at Jones Crossing. Mr. Proctor was going west at the time and met and flagged extra east, engine 4840, which passed slowly over the broken rail. Signalman Proctor has been active in the prevention of accidents by discovering broken rail. Commendatory entry covering has been placed on his record.

Trouble was experienced with engine 5080, hauling No. 1 at Washington, D. C. on December 7. The train was delayed by reason of the right front pin heating and fire flying, which caused the engineer to bring the train to a stop. It was found that the washer was too tight on the pin. Engineer H. C. Butler, who was at Washington Yard when No. 1 stopped, voluntarily got under

the engine and loosened the washer on the pin, which released the cause for the friction and enabled the engine to proceed without further trouble to Cumberland. Mr. Butler's action and interest in seeing that passenger trains are moved is highly gratifying.

On December 12, train No. 67, engine 1453, was delayed on the east end of the Division because the air pipe on the engine leading from the back end of the left reservoir to the reservoir on the right side, broke through the nipple at the back end. Boilermaker John O'Connor, who works at Wilsmere and was riding this train to his home at Eder, when this trouble occurred and while the Engineer was removing the broken pieces of nipple from the reservoir, went to his home and secured a pipe nipple, returned, and placed it in the reservoir and connected the pipe so the engine could proceed with the train.

On December 13, 1921, Signal Maintainer H. H. Mitchell, Silverside, noticed broken truck under Baltimore and Ohio 94312, in train of extra east, engine 4443, at 2.16 p. m. He flagged the train and notified

the crew. The action of Mr. Mitchell, in line with our "Think and Act Campaign," is very creditable and shows that he is alert. It is noted from the record of Mr. Mitchell that he is actively engaged in the prevention of accidents.

On December 15, extra engines 4834 and 4598 went in the siding at Aberdeen to clear for No. 501. While the train was in the siding, Brakeman C. S. Cage made inspection of train and discovered a broken arch bar on D. L. & W. 35310, ten cars from the engines. Car was set out of train. Brakeman Cage has demonstrated that he is interested in the safe movement of trains. He has been commended.

Trackman L. A. Feago near Lime Kiln, Md., on December 17, discovered broken arch bar under C. R. I. & P. 40938 in the train of Frederick Pick-up. Mr. Feago signalled the train crew to stop, thus averting a possible derailment.

On December 25, Conductor W. E. Clarke and Flagman George Montgomery, in charge of No. 91, engine 4524, noticed 18 inches of cap broken out of rail just west of the P. R. R. Bridge between Alexandria Junction and Chesapeake Junction. Train was stopped and Flagman Montgomery remained at broken rail to warn following trains, as it was known that engine 4566 was following with another section of No. 91.

Cumberland Division

On December 27, while extra 7032, east, was passing a point just west of Seymours Cut, between Rodemer and Terra Alta, Engineer A. E. Elison, on helper 7049, shoving the extra, observed broken rail on

CUMBERLAND DIVISION.

The following defects and irregularities were observed from December 9 to December 31, inclusive, by operators and promptly corrected:

Date	Train	Engine	Operator	Location	Brakes Sticking	Hot Car Boxes	Wheels Sliding	Broken Rails	Drop Bottoms Down	Projections Cars	Flat Wheels	Brake Rigging Down	Totals
17	13	5227	C. W. French	Engles	1								1
12	94	4418	H. H. Chambers	Engles	1								1
11	94	4422	Q. Hobbs	Hobbs		1							
27	97	4416	Q. Hobbs	Hobbs			1						2
21	—	—	J. T. Nuckles	Hobbs				1					
21	30	5081	J. T. Nuckles	Hobbs	1								2
18	3	5085	J. L. Schroder	Martinsburg	1								
13	94	4400	J. L. Schroder	Martinsburg			1						
27	E. E.	4422	J. L. Schroder	Martinsburg			1						
28	"	4420	J. L. Schroder	Martinsburg			1						
28	Y. E.	1686	J. L. Schroder	Martinsburg					1				
29	E. W.	4402	J. L. Schroder	Martinsburg	1								
31	"	4402	J. L. Schroder	Martinsburg		1							7
14	"	4400	S. N. McCullough	Millers	1								
20	E. E.	4425	S. N. McCullough	Millers	1								2
12	9	5083	G. S. Caldwell	Sleepy Creek	1								
15	E. W.	4425	G. S. Caldwell	Sleepy Creek			1						2
16	"	4415	H. R. Hood	Sleepy Creek						1			1
13	E. E.	4411	O. J. Rash	Hancock							1		1
23	94	4410	C. G. Widmyer	Gt. Cacapon								1	1
17	30	5080	W. E. French	Orleans Road	1								1
22	—	—	A. C. Hardy	Okonoko				2					
12	—	—	A. C. Hardy	Okonoko				2					
15	—	—	A. C. Hardy	Okonoko				1					
27	—	—	A. C. Hardy	Okonoko				2					
30	—	—	A. C. Hardy	Okonoko				1					8
23	94	4410	J. C. Snyder	Okonoko	1								1
23	E. E.	4404	J. D. Rockwell	Green Spring	1								1
21	"	4412	F. K. Reeder	Patterson Ck.	1								
17	"	4407	F. K. Reeder	Patterson Ck.	1								2
11	12	5078	J. R. Murphy	Oakland	1								1
11	97	7113	C. F. Helms	Hardman	1								1
Total....					15	2	5	9	1	1	1	1	35

No. 1 track. Fireman R. A. Nine got off helper and flagged No. 11, then due, and informed them of the trouble.

The following observances were made by operators on the Cumberland Division during the year 1921:

The irregularities noted were acted upon promptly to prevent damage to equipment and property.

Nature of Observance.	Cases.
Brake riggings down.....	25
Wheels sliding.....	19
Broken rails.....	18
Brakes sticking (Passenger).....	15
Brakes sticking (Freight).....	12
Hot car boxes.....	11
Shifted loads.....	8
Hopper bottoms dragging.....	8
Unsafe conditions.....	8
Car doors dangling.....	7
Flat wheels.....	5
Bulged cars.....	3
Projections from cars.....	3
Dangerous practices.....	2
Obstructions in walkways.....	2
Miscellaneous observances.....	13

Total.....159

Sixteen cars were set off on line of road due to above reports.

After extra 4400, east, passed Orleans Road on January 4, Trackman V. Twigg, on his way home, found 5 inches of broken flange at switch point leading from No. 4 to No. 2 track.

He informed operator at Orleans Road, who, in turn, advised the train dispatcher, who had the train looked after at Sir John's Run.

Examination developed that 15 inches of flange was missing from wheel under car 223739 in train of 4400. Car was set off.

At about 7 o'clock on December 24, Engineman R. S. Fromhart and Fireman T. F. Hall, while working up No. 4 track at a point about five yards west of the road crossing at Independence, W. Va., discovered a badly broken rail. Engine 7020, which was using No. 4 track from West End to Hardman, was flagged by these men. The engine was taken back to Newburg, crossed over and used on No. 1 track to Hardman. Track forces was notified of this condition and a new rail applied without any delay to traffic whatever.

On January 17, Car Repairman W. C. Lewis, on his way to work, noticed in train of extra west, engine 4220, Baltimore and Ohio 44182 off center. He immediately notified conductor in charge of train, who had the car set off at Terra Alta. The watchfulness of Mr. Lewis probably averted a serious accident, as the center plate casting was completely torn loose from the body bolster of car. Mr. Lewis deserves credit for being on the lookout for defects that would cause damage to the equipment and possible injury to the employees in charge of the train.

On December 13, 1921, Conductor E. Lewis, while walking from Independence to Newburg, and not on duty, found a broken rail on No. 1 track, the rail being in three pieces. No. 11 was due in about 20 minutes. Conductor Lewis, in addition to flagging all westbound trains until relieved by track foreman, also called up train dispatcher and notified him of the situation. No. 11 was handled without delay.

Connellsville Division

CONNELLSVILLE, PA., January, 6, 1922.

MR. H. W. HAYMAN,
Track Foreman,
Rockwood, Penna.

Dear Sir—We have information that on

or about December 17, you discovered a loose wheel on Baltimore and Ohio car 135104, which had been set off at Rockwood on account of another wheel on the ear having a broken flange. The indications are that a new pair of wheels would have been applied to the car and same moved forward, and perhaps the fact that the car had a loose wheel would not have been discovered.

Had the car moved forward in this condition, in all probability an accident would have resulted, and we want to thank you very kindly for bringing this matter to the attention of the Car Department people, who, we understand, made necessary repairs before the car was moved forward.

Yours very truly,
(Signed) R. W. BROWN,
Superintendent

Pittsburgh Division

On December 9, extra 1294 had U. & D. 828, car of coal, derailed near Lafayette on the Northern District, breaking truck down on the west end of car. The crew consisted of W. T. Bogart, conductor; H. S. Jones, brakeman; C. J. Anderson, brakeman, A. L. Butler, engineer, and R. E. Anchors, fireman. After taking train to Mt. Jewett they returned to point of accident with empty car which they placed on siding, jacked up car and took truck out, took it down main track to accident, jacked up the car of coal and exchanged trucks and were ready to pull cars into clear before assistance arrived.

This is a splendid illustration of employees who believe in helping the Company to the limit of their ability and putting their belief into helpful practice.

Charleston Division

The following engineers have been commended for making 100 per cent. or over in fuel efficiency, December, 1921:

W. T. Spencer, W. E. Paisley, W. T. Powell, Hefner, R. E. Murphy, H. Robinson, J. W. Paisley, J. A. Daugherty, Hoover, Brannon, B. M. Shears, Whitecotton, L. R. Shomo, Henderson, Paxton and J. C. Jordan.

Agent O. M. Gross, Villa Nova, noted brake rigging down on car passing his station and had train stopped and repairs made.

Engineer J. A. Dougherty has been commended for picking up good material on line of road, turning it in to shops, thereby assisting in the campaign of economy along this line. Engineers A. F. Vorholt, R. N. Jeffries and W. P. Paxton, and Fireman J. Buckner have been very active along this line also, and they have been thanked for their efforts both personally and by letter.

Miss D. Freeman, Kemper, W. Va., while walking along the track, noticed a broken rail near Bennetts siding. She walked to Orlando and notified the agent, who had arrangements made to effect repairs. The superintendent has written her a personal letter of appreciation.

Conductor J. D. Fury, Engineers M. T. Hall and Rodebaugh, Firemen Radcliff and Morrison and Brakeman Hoover found a broken rail at Mile Post 66. They went to work and cribbed it up so that their train could pass over, avoiding serious delay, for which they have been commended.

Mr. Madison Kelley of Hyer found a broken rail near Flatwoods. He walked to Gillespie and notified our agent, who arranged for repairs. Mr. Kelley has been appropriately thanked.

Miss Edith Crutchfield and Miss Opal McPherson of Burnsville found a broken

rail on December 26, near Orlando, and flagged passenger train 61, notifying train crew of the obstruction. They have been appropriately thanked by the superintendent.

Engineer S. L. Rodebaugh and Fireman G. L. Nicholas have been commended for using good judgement when their engine broke down on December 28.

W. H. Gross of Porters has been commended for close interest displayed in handling his station.

Brakeman C. W. Johnson has been commended for special interest displayed in the safety of passengers during the holidays.

Conductor H. W. Robinson, Engineer J. F. Tierney and Brakeman E. M. Reed have been commended for good judgement in avoiding delay to their train on December 18, when wire communication was interrupted by storms.

Conductor P. J. Condry and Brakeman W. M. Smith have been commended for interest shown in getting their train over the road on January 4, when their engine broke down.

Machinist C. F. Beatty of Gassaway and Machinist Caruthers have been commended for close observation in connection with close inspection of locomotives.

Relief Agent Marshall has been commended for interest in securing information regarding possible prospective business for the Baltimore and Ohio. Agent Kennedy of Clendennin has been commended for similar action.

Conductor H. H. Huff has been commended for valuable assistance rendered at Orlando in averting delay to passenger trains.

Conductor M. N. Hendrick found a broken rail at Adrian, during the night of November 29. He personally made repairs, averting delays to three trains, for which he has been commended.

Mr. Dennis Rowan found a broken rail near Adrian. He notified a train crew immediately, for which action he has been thanked in a personal letter from the superintendent.

Conductor R. Shelton, Brakeman P. Bazzle and Brakeman C. C. McCue have been commended for close observation and prompt action in connection with the finding of a broken rail on the Coalton Branch on November 10.

Cleveland Division

At 5.30 p. m., December 14, while switching in Lorain Yard, Yard Conductor L. Stewart discovered a truck belonging to the Express Company, on the running track which crosses the Nickel Plate. This truck contained express to be loaded on the Nickel Plate train. It was quite dark when the discovery was made, and if Conductor Stewart had not been on the watch so that the engine was stopped in time, the truck would have been damaged and probably some of the express also.

"This man sees everything," is the motto which Superintendent H. B. Green has connected with the name of Operator W. W. Webber, Stillwater, Ohio. On December 29, Mr. Webber discovered brake beam down on engine 4318, east, and immediately stopped train before it had passed any switches. This is only one of a number of cases in which Operator Webber has been commended for his watchfulness.

(Continued on page 79)



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBEEK

In preparing papers for legal action, requiring acknowledgment before a Notary Public, please remember that Baltimore is not in Baltimore County, nor indeed in any county, so that the jurat should read—State of Maryland, Baltimore City to wit:—

This is not always observed by Company's counsel in sending papers of this character, but I pause to remark that papers forwarded by counsel at Romney, West Virginia, do not call for the elimination of the word "County" and the insertion of the word "City," as in most cases. Romney is in Hampshire County, and the papers from our counsel located there are well prepared.

And then another thing, and this is for stenographers who prepare these papers: Girls, please give the poor Notary a little bit more space for names and dates. It is proper to write out the month in full, but this cannot be done if only an eight of an inch of space is given for insertion. Take for example, the words January or February, or even March, with only five letters for insertion into a little bit of space, with oceans of paper on every hand.

And then in the case of a deed or mortgage, please omit at the beginning of the document, not only the month, but the year as well, for I have seen many and many a paper prepared for the latter part of the year, that did not receive final action, until along in January or even much later.

When I had a brief spell of sickness, not so long ago, I received a card from a young lady in the building with the following inscription:

"Heard you were ill, hope you are better, Couldn't say more in a dozen-page letter."
And then when the Christmas festivities were in preparation, I received this—
"Old fellow, if I could grasp your hand, For about a minute, you'd understand Without any fixed-up card from me, What a bully good Christmas I want yours to be."

Don'ts for 1922

"Don't use a tooth pick at the table" is a 1922 resolution, but a better one would be, "Don't light a cigarette in a crowded elevator." Now will you be good?

One of the offices I like to visit is the Treasury Department, presided over by E.

M. Devereux. It is a very busy place and an important department of our service.

I observe that the members of clerical force in the office of the Pass Bureau have all that they can do, and their very busy period appears to be at the end of the year. Little wonder that the door bears the notice—"Closed at noon." I think Mr. Kohlerman and his clerks are entitled to a full share of commendation.

I have just space enough to remark that I would prefer not to receive articles for insertion in the MAGAZINE. They should all be addressed to The Editor, Mt. Royal Station, Baltimore, Md.

Car Service Department

Correspondents,

J. T. LEAN and H. V. OBERENDER

It's an indication of a return to normalcy when the business of Cupid & Co. goes booming. In our office it seems to have boomed its boomingest, and the climax was reached when our old friend and faithful worker, Ada Gallery, left us to join the happy band of those who prefer to swing the tea towel rather than to wield the long-pointed yellow pencil. No, we don't blame her, but we'd have liked it better if she'd had the ceremony at a time when we all could have seen it.

On the morning of January 11, Miss Gallery and Mr. Robert McConnell, of the

Tin Decorating Company, were united in matrimony at the church of St. Mary's Star of the Sea, Rev. John Bownes officiating. Miss Florence Gallery, sister of the bride, was bridesmaid, and Mr. Lee Brown, traveling auditor, U. S. Shipping Board, and formerly an employee of the Transportation Department of our Railroad, acted as best man. "Ave Maria" and "At the Communion" were ably rendered by Mrs. Elna Sellman Proffen, formerly of the Car Service Department, and a close friend of bride and bridegroom.

The bride was attired in a brown traveling suit of velour and seal, and carried a bouquet of orchids and sweetheart roses. The bridesmaid wore dark blue and carried American Beauty roses. A wedding breakfast was served at the Belvedere, and the happy couple left from Mt. Royal Station for a honeymoon in the sunny South. Our congratulations follow the happy couple.

Engineering Department

Correspondent, OSWALD EDEN

New Year's Resolutions—1922

C. G. S.—To shave off and keep shaved off that cute little misplaced eyebrow.

J. M. K.—To stop doing "field work."

J. R. D.—To try to get married.

J. F. C.—To send in notes to the MAGAZINE.

M. G. F.—To be on time every morning.

R. H. B.—To stop being a floor-walker.

O. K. E.—To be more regular in contributing to the MAGAZINE.

T. E. H.—To keep his hair cut.

E. H. B.—To stop chewing.

"What is the time, Miss Bernat?"

Watch the smile upon her answering. Was Santa responsible or—but just now we will see what we will see.

Our bowling leagues are coming along fairly well, although not as well as could be expected. But we have a crowd of versatile players. One week they are par-excellent, the next they are not so good. At this writing, January 7, the Chief Engineer's Team dropped back one place, now being fourth, with an average of 462. The Engineer of Buildings' team is still sixth, with an average of 447. Mention might be made, however, of the stellar bowling that Warren, of Chief Engineer's Team, has been doing. Having bowled in every league game, a total number of 48, he has an average of 99.2, just one-tenth of a point behind Boring, of the Auditor of Disbursements' Team, who has not bowled as many games. Good work, Warren, keep it up!



A group from the Railroad and United States Railroad Administration now located at Mt. Royal Station. Their work is to check up claims, materials and supplies on hand at the beginning and at the end of Federal control. They are, left to right, standing: back row—T. R. Rees and L. S. McClelland (Baltimore and Ohio); B. J. McGilvey, (U. S. R. A.); O. Grinewitsky, W. O. Hinkey and H. R. Westinghouse (Baltimore and Ohio). Front row—C. F. Moehle, Francis Swiller (Baltimore and Ohio); E. Roberts (U. S. R. A.); D. S. Guild, James Roodhouse and C. H. Marshall. Sitting: "Bue" Ottis C. P. Soper. (Photograph by Titus)

We have quite an artist in the person of Howard F. Buffington, junior draftsman in the bridge department. Among other things, he attends night school at the Maryland Institute three nights a week, and is getting along splendidly. During the month of December a poster competition was held in which he entered. Howard was adjudged second in the first poster contest and first in the second poster contest. As he was not allowed to take both prizes, he very wisely decided to take the first prize in the second poster contest, and was mailed a check for \$20.00. Besides attending the Maryland Institute, Howard also belongs to the Federal School of Art, which is a correspondence school. "Bob" Klebe, formerly one of us, but now with the cost engineer, is also a member of the latter. Keep up the good work, both of you! There is always room at the top!

(Why not help your correspondent with a drawing or cartoon, now and then, fellows?—Ed.).

Harry Thorne and Freddie Gemppe are artists in their respective musical lines. Harry plays a violin; Freddie a saxophone. I happened to attend a dance where they, with four others, furnished the music, and believe me, there wasn't anything slow in the way they played the more popular pieces.

Speaking about music and musicians, with the material we have we should be able to inaugurate an orchestra. How 'bout it, fellows?

Harold Lloyd has nothing on "Gus" Hauser in the way of "goggles." Now that Gus's have developed shell rims, he looks like a regular rah-rah boy.

Hey, there! Who said that Friday, the 13th, was "hoodoo" day? We believe it's good luck for Draftsman Ziegfeld and the Missus, for on that day the stork came around and brought them a baby girl. Then, having done his duty, he flapped away, leaving two happy parents. Congratulations!

Office of District Engineer, Pittsburgh, Pa.

Correspondent, Miss M. M. WARD

Local engineering and right of way department offices have been moved from the seventh floor, Conestoga Building, to the seventh floor of the new Maloney Building, 339 Second Avenue, Pittsburgh.



Audrey, little daughter of Rate Clerk H. J. Holz, General Freight Office

The new quarters are very satisfactory and pleasing to all. The boys of District Engineer's force are to be complimented on the efficient manner in which they assisted in getting settled in their new home.

**Office of District Engineer,
Cincinnati, Ohio.**

Correspondent, G. F. DAUBENMERKL

H. L. Scribner and wife spent the holidays at the latter's home in Cumberland, Md. Immediately upon their arrival, Mr. Scribner was handed his mail—"Scribner's Magazine." Scrib says he was entertained very nicely by father-in-law.

G. W. M.—Never sneeze unless you remove your glasses. It is too expensive, isn't it, George?

Assistant Engineer P. A. Callahan has become a member of the North Cincinnati Gymnasium. We are all wondering what he is training for.

Stanley Thompson, draftsman, is now a suburbanite, having moved to Oakley, Ohio. There is still some attraction at his former residence, however, as he has been around State Avenue quite often lately.

The stork got busy our way during December. James P. Ray, assistant engineer, announced the arrival of a baby boy on the last day of the year. We all congratulate him and wish to thank him for the cigars. Fine New Year's Eve for "Jim," what?

Freight Claim Agent

Correspondent, GEORGE DOBBIN

The excitement of the holiday season with its exchange of greetings and presents, and the making and breaking of resolutions, is over, and we have taken another step along the pathway of Time. One pace after another we travel toward the end of the trail, and year after year some of us grow less hopeful of our prospects for the future, based on our own past performance. Therefore, let us remember that the fault may be our own. Perhaps we have left out the main ingredients from the formula of success, probably discarded Loyalty, Knowledge and Faith, the prime essentials, as being worthless. Loyalty to our employers, friends and to ourselves; knowledge of our particular job and its co-relation to the work of the other fellow, and above all, faith in ourselves and our organization! To lose belief in the things that are part of our lives is to place ourselves in that helpless and dangerous class of the indifferent. Helpless, because as a class the indifferent person is without the decisive will power necessary for the completion of even minor detail, and dangerous by reason of a growing disposition toward the easiest way of arriving at any given point.

Just to help the Mail Division keep its place in the Marriage Lottery, our Miss Bredehoeft has blossomed out with a sparkler on the proper finger, assuring us that it has the correct meaning. Our sincere congratulations!

We have long ago admitted that the Harford Road section is wonderful, but it took Brother Aro to convince us that beautiful paper roses grew out there. Even the florist of the O. S. & D. Division needs must look to his laurels.

Some time ago the Independent Gossip and Sewing Circle No. 1 held its meeting at the home of Miss Sara Morris. Among those present were Agie, Becky, Lena and a disappointed feeling at not having Mr. West for a chaperon. He got cold feet and backed down. "Beany" was the only

charter member absent, because of the illness of her sister. Music, refreshments and a dance known years ago as the "shimmy," rendered by Lena, completed the enjoyable program.

Our own J. I. Waters has been looking things over at the new Masonic Temple of Cambridge, Md. Nothing like being popular, old man.

A daily rendition of Romeo and Juliet by John and Helen keeps the spirit of Shakespeare in our midst. Doggone it, John! That will mean another quarter toward a wedding present. But we don't mind: misery loves company and the wedding chimes sometimes bring more happiness than can be gotten in any other way. Here's luck to you both, and make it snappy!

The epidemic of engagement rings seems to be more severe in its after effects in the southwest corner of our office. For instance, just having recovered from the first (pleasant?) shock, Miss Iona Newcomb came about halfway to work hatless on the morning of January 4. Thanks to a reminder by a friendly soul in the street car, the error was corrected. Our congratulations are mixed with sincere hopes for an early return to normalcy.

Among the Famous Sayings of Famous Women we easily include, "Aro, am I late?" by Sadie.

There seems to be no end to the folks who are bound to listen to the sweet tune of the wedding bells. We extend our cordial congratulations to Mr. and Mrs. Sener. "It is an ill wind that does not blow somebody good," or words to that effect may be appropriate in describing the loss to Mr. King of a capable assistant and the gain by Mr. Sener of the lifetime partner who will aid him in achieving success, and share his burdens. It surely was a splendid way to begin the New Year.

Miss Foster also appears with a ring. Is there going to be no end to this? Murphy, old boy, tell us, was it an Irish Kris Kringle that told you where to get the jewel that the wooing of the Blarney (Stone) did win?

Among those who have joined the Back to the Farm Movement is Miss Ethel Eisberg. We are not quite sure whether Cupid alone must bear the blame for her dip into matrimonial seas. The date being considered, we have our suspicions of Santa Claus being in on the deal. All we have to say, no matter who is responsible, Mrs. Charles W. Wagner (I'll bet that sounds strange), we are sure that the joy and happiness due you, will be with you all through life, and we are "with you and for you" in that wish.

The numerous diamond rings with special meaning that are being worn in our office, lead us to think that good times and prosperity are on the horizon, and we who are not vitally interested in these ornaments can do no more than wish health and true love to all wearers. These are the essentials for real happiness in life partnerships. We take for granted that religion is the foundation of the ideals which inspire the parties to all these agreements. It may be well to remember that the Golden Rule may be sincerely observed with excellent results.

Freight Tariff Bureau

Correspondents,
F. W. RUPPERT, C. A. WAGNER
The Man Who Quits

He starts with a rush and a solemn vow,
As good as the next; but he lacks the sand
That would make him stick with a courage
stout,
To whatever he tackles and fight it out.

He starts with a rush and a solemn vow
That he'll soon be showing the others how;
Then something new strikes his roving eye,
And his task is left for the bye-and-bye.

It's up to each man what becomes of him;
He must find in himself the grit and vim
That brings success; he can get the skill
If he brings to the task a steadfast will.

No man is beaten 'till he gives in;
Hard luck can't stand 'gainst a cheerful grin;
The man who fails needs a better excuse
Than the quitter's whining, "what's the use?"

For the man who quits lets his chances slip
Because he's too lazy to keep his grip.
The man who sticks goes ahead with a shout,
While the man who quits is a "down and out."

Freight Traffic Department

Correspondent, DOROTHY RUBENSTEIN

"Politeness is to do or say
The kindest thing in the kindest way."

Have you ever noticed the inconsistencies of some people in the matter of everyday etiquette and courtesy? Take, for instance, the man who whips off his hat immediately when a lady enters an elevator, and yet keeps his head covered while making a business call in an office where many men and women are employed. Then, too, there is the woman who is politeness itself when engaged in a personal conversation, but who will invariably fly off into a tantrum at the slightest provocation when using a telephone.

No doubt you can recall the courteous and charming friend or acquaintance, who upon entering a crowded car or train, immediately becomes metamorphosed into a pushing, shoving savage, bent upon securing a vacant seat, and utterly oblivious of the discomfort and annoyance he is causing those around him.

The examples which I have cited are but a few of the many inconsistencies which are inexcusable on the part of the average man or woman, and which can easily be avoided by a little thought and care. Being ever on the alert to extend a courtesy wherever and whenever possible, will naturally tend to develop a charming personality, which cannot help but have a beneficial effect upon those coming in contact with it. With this idea in mind, let each individual launch a Personal Courtesy Campaign, and now is the time to start your particular ball a-rolling!

We regret to report the fact that Miss Dorothy Zellinger sustained a fractured knee when she slipped and fell on December 13. We hope that by the time this issue is published, we may have her sunny personality with us once again, entirely recovered from the mishap.

The tinkle of far-off wedding bells is beginning to be heard in the office. Please give us sufficient time to save up our pennies, Jerome Idaho!

They all fall sooner or later, and at last the bobbed-hair bug has penetrated the General Freight Office. Three victims are now suffering from the disease and several more are in the first stages of infection. J. J. F. extends his sympathy to the smitten.

A hearty welcome is extended Paul M. Heisey, the latest addition to our force, with best wishes for a successful career. The same applies to Stanley G. Hatton, another newcomer.

Are we, as members of the most interested department, setting the pace in "employee solicitation?"

Printing Department

Correspondents, H. R. FOGLE, *Compositor*

O. R. PYLANT,
Stone Hand

We regret to report that at this writing, Clinton Smith is ill at his home of an attack of typhoid. We hope for his speedy recovery.

A. Handley is recovering from a sprained toe, although he is not yet able to kick the football.

You should have seen how surprised was our Mr. Frey, when, on the noon of Friday before Christmas, he was presented with a handsome fountain pen, a gift from the employees of the composing room. O. R. Pylant made the presentation address as follows:

"Mr. Frey:

"I am going to present you with a little token which the ladies and gentlemen of this department have all contributed toward buying, and which we sincerely wish you to accept and to make good use of during the coming year, 1922.

"We also extend to you our heartiest congratulations in wishing you and the office force a Merry Christmas and a Happy New Year."

Now that the holidays are over, let us all settle down to business again and see if we cannot get out more work in the year 1922 than has ever been gotten out in one year at the Baltimore and Ohio Printing Department. I am sure that it can be done if we put ourselves to the task. All we need is steady work, a little pep, and a few good alarm clocks, and we can produce the goods. Now let's go for the big drive!

How about sending your correspondent a little news? Pictures, poetry, service records with the Railroad, etc., are all welcome. Hasn't somebody had a birthday party? Hasn't somebody a piece of work that he has done and which he'd like us to know all about? Haven't you girls something to gossip about? Hasn't somebody solicited some business for the Baltimore and Ohio? Hasn't something new and exciting happened to you or to the fellow who works alongside of you? Can you draw a cartoon? Hasn't someone led a blushing bride to the altar? Hasn't somebody bought a house through the Relief Department? Hasn't somebody celebrated a golden wedding anniversary? Hasn't somebody established some kind of a record, either in work or in play? Hasn't somebody told somebody else that the Baltimore and Ohio is the best road in the world to travel on and the best on which to send your freight? Hasn't somebody done something? Please tell the correspondent what you hear, and tell him quickly. He needs help from everybody.

Every department should be represented in the "Among Ourselves" Department each month. It is not necessary to be a Richard Harding Davis, a Rudyard Kipling, or an Ella Wheeler Wilcox; it is not even necessary to make the notes funny. What we want is good, constructive material that will really "mean something." The only requirement is that it be truthful and fair.

We regret that Miss Sophia Brown is on our sick list, too, as is Mr. Hopkins. We hope for their speedy recovery. George



C. A. Plumly, superintendent Telegraph, his son and grandson

Schuckman is also back on the job after being absent for several weeks because of a broken arm. We have several others who are also on the sick list and to whom we wish a speedy recovery.

Now don't forget about sending in your news items!

Telegraph Department

Correspondent, DELLA M. HAIN

Three generations in the family of our superintendent telegraph, beginning with him, then showing his grandson H. D. Jr., and the baby's daddy, appear in above picture.

Our Mr. Plumly needs no introduction. His son, Howard, received a grammar school education in western cities where his father formerly lived; later he was graduated at the City College in Baltimore, afterwards entering and graduating from St. Johns College, Annapolis, Md. Howard's home is now in East Norwood, Ohio. The grandson is a bouncer, full of life and vigor, justly received from his father and grandfather, and we predict for him a future that will be a pleasure to his grandfather and parents, and an honor to himself.

Transportation Department

Correspondent, L. K. BURNS

Dance! Dance!! Dance!!!

The Transportation Department baseball team will hold its first annual dance at West End Hall on Monday evening, February 20. The proceeds of this dance will be used in financing the baseball team during the coming season.

Manager Mansfield had a strong team in the field last season and it is his desire to get right at the front of the procession at the beginning of the coming season and to be there when the Baltimore and Ohio League closes.

Let us all lend our aid by attending the dance and bringing our friends.

Daddy: "No, your mother never dressed the way you girls do today, to catch a husband."

Daughter: "Yes, but look what she got."
—Exchange.

The Washington Terminal bowling team visited Baltimore and met the Transportation Team in a return game at the Y. M. C. A. on Saturday evening, January 7. When our team went to Washington about a month ago we were victorious—taking two games out of three. This time the Terminal boys reversed the tables, winning the second and third games. However, the total pins for the three games showed them as topping us by only seven, their total pins being 1469 as against our 1462.



Winifred and Louise, daughters of Travelling Car Agent C. C. Wilson, and their playmate, Teddy

The result was as follows:

Baltimore and Ohio Transportation Department

	1st	2nd	3rd
Seeds.....	106	83	88
Roth.....	120	86	85
Fowler.....	97	100	112
Guerke.....	130	85	117
Bryan.....	77	87	...
Mansfield.....	...	...	89

Total..... 530 441 491
Total pins..... 1462

Washington Terminal

	1st	2nd	3rd
Nider.....	92	84	109
McDonald.....	109	113	109
Langley.....	99	98	88
Weeks.....	83	98	97
Williams.....	106	88	96

Total..... 489 481 499
Total pins..... 1469

Our bowling team of the Baltimore and Ohio League, Section B, is still in second place and Collins' mark of 146 for total pins in a single game is still the League record.

Valuation Department

Correspondent, G. B. SAUMENIG,
Accountant

A generous vote of thanks is extended to our former correspondent, E. B. Pierce, for his humorous and interesting cartoons which have appeared in the MAGAZINE during the past year. Mr. Pierce has severed his connection with the department and our best wishes go with him.

The Valuation family is gradually being brought together under one roof. At the present time all of the prodigal sons are in the fold with the exception of those in the Smoky City. Each day as the family is about the fireside, one can hear the loud praises of Cleveland, Wheeling, Chicago and Cincinnati, being sung in no uncertain tones, but there is a discordant note at times regarding Baltimore. It is a pretty good place in which to live and a mighty good place in which to work. After all it is not the town, it is you.

Some of the fair sex have the correct idea of what valuation means. Three of them have become very practical and have shown by their "sparklers" that they can show on their progress report "100 per cent. com-

plete," as to their work of placing a valuation on the object of their affection.

This disease is contagious and several of our Beau Brummels are acting queerly. Watch Rau and Gover for symptoms. Gebert from Pittsburgh set the pace during the latter part of December.

Regardless of the state of the weather, Lillie and Margaret have no fear because they know they always have the satisfaction of looking forward to their RAY of sunshine.

Charles Meesc, our faithful abstractor of mail, is the proud possessor of a cheerful countenance and winning ways. He can even present you with a bill in such a way as to make you feel as though he is handing you a \$100.00 bill. Here is another product of Relay.

On December 21, our office hours were changed and all were instructed to be at their desks at 8.20 a. m. Each morning since, thrilling movies are staged. It seems strange that a lot of us have our desks at home, on the street, in the cars or in the elevators.



MISS RUTH TUCKER
PUNCHING FILES

Some like it cold and some like it hot,
But ventilation we must have, weather
or not.

The celebrated order of Knights of the
Pulse Warmer and Red Flannel Under-

shirt is holding its annual convention in Room 1105. Each member carries a window stick. You can always tell them. They are the ones that hide behind the file cases, desks, etc., during ventilation periods. One of their practices is to drink ice water and then sit on a hot radiator. "Consistency, thou art a jewel!"

The New York State and the Chicago Commissions on Ventilation have established, with scientific accuracy, that 68 degrees Fahrenheit is the temperature at which the best office work is done. We owe it to ourselves as well as to those around us to have proper ventilation. We can, if you will.

Our arctic explorer, Hans Frederick Augustus Christopher Vorwerck, wears the fur cap which was left him by Commodore Peary after his last expedition. This is generally worn on clear, warm days. When it snows or rains, the cap is left home as a substitute for the family cat.

Some Why's for the Wise

Why does the Cost Department smoke Buckingham tobacco?

Why are price books made so large and price clerks made so small?

Why do most of the married men arrive at the office very early in the morning and leave late in the evening?

Why does the sailor boy of the Building Branch forget what ship it was?

Why not have a Spelling Department in the office?

Why does Wheatley attend theatre? Is it to get exercise or to be near the ceiling?

We are sorry to announce the illness of Miss Schaefer and Mr. Wilkinson. We know the former has heart trouble and it is possible that the latter may have the same malady.

The men in the accompanying picture checked the mechanical equipment on the Baltimore and Ohio System during the year 1921 for valuation purposes. Reading from left to right: E. B. Pierce, pilot; J. P. Shamberger, I. C. C. engineer; F. H. Becherer, I. C. C. engineer; J. G. Russell, pilot; A. W. Norton, pilot engineer in charge of work; H. E. Hendricks, pilot; J. W. Hendrickson, I. C. C. engineer; J. C. Cook, I. C. C. engineer; and J. W. Barnes, pilot.

One of the latest construction projects was in charge of Messrs. Wheatley and Wiles, engineering experts, who have had extensive experience in such large cities as Alexandria, Va., and Ellicott City, Md. They are equally proud of their structure, which consists of catalogues, price books, an antiquated file case, etc., and presents



They checked the mechanical equipment on the System in 1921 for valuation purposes

the appearance of the latest design of a fort. We can safely say it is practicable and will serve its purpose, until the boss invents some sort of an engineering instrument that will make it possible to look around corners.

Reid, one of the proprietors of our vault, recently received a visit from a burglar. His entire possessions consisted of a watch and 75 cents. The second story man left the watch but took the money. You can never tell a watch by the case.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

Standing of the teams in the Office Bowling League, including games of January 10, was as follows:

Royal Blues.....	20	Won	10	Lost	667
Pull Men.....	18	"	12	"	600
Head Lights.....	18	"	12	"	600
Bumpers.....	15	"	15	"	500
Wrecking Crew.....	12	"	18	"	400
Tail Lights.....	7	"	23	"	234

Duke Spurrier set up a new high single game total on the night of January 10, when he went through the sticks for a total of 121.

Atwell had a pretty good night with a total of 327, just two short of the season's record.

As nifty a piece of bowling as has been our pleasure to watch was pulled off by "Al" Lehman after the regular games on the night of January 10, when in a special game of "nines," the object of which is to get nine pins in each frame by using one, two or three balls. Brother "Al" gets nine straight, several of which were wonderful shots.

Auditor Disbursements

Correspondent, JOHN C. SVEC

Our force has been very busy for the past three or four months in adjusting settlement with the United States Railroad Administration, which has about forty accountants on the job. Chief Clerk Donovan is representing our Company in this work in so far as it relates to disbursement matters. The work is progressing satisfactorily and is expected to be completed about the middle of February.

Our Colonel H. Cockran, traveling disbursement auditor, has purchased and is occupying a new and beautiful bungalow in the Ashburton Development. Even tho' he went into his new home after winter had set in, Mr. Cockran is already enthusiastic about suburban life.

L. Martin, chief M. C. B. Billing Bureau, has just returned from an annual meeting of the Chief Interchange and Car Inspectors, held in Chicago. At these annual meetings new rules concerning car repairs are gone over item by item and a uniform interpretation arrived at. Mr. Martin had his traveling M. C. B. accountants at the meeting also, and reports that the information gained will prove valuable in their work during the coming year.

On December 10, Miss Helen H. Patterson, assistant head clerk, Voucher Examining Bureau, announced that she had been married on May 14 to John T. McHale, clerk, Transportation Accounting Bureau, Auditor Disbursements Office. While it was an open secret that Mr. McHale was paying attentions to Miss Patterson, the announcement of the wedding came as a surprise, but both parties were showered with congratulations and they have the best wishes of the entire office for their future happiness.

A recent wedding of interest was that of Miss Katherine M. Miller, of this office, to C. Vernon Thomas, employed in the Senior Vice-President's Office, and son of E. Frank

Thomas, head clerk, Payroll Bureau, Auditor Disbursements Office. The wedding took place on Friday evening January 27, 1922, at the home of the bride. After an extensive trip South they took up their residence at the home of the groom, 13 Belmar Avenue, Overlea. The office force extends its congratulations.

Another wedding of interest was that of Miss Helen DeC. Kemp, an employee of this office, to Mr. Joseph Linnott Devereaux, of Chevy Chase, Md., on Saturday evening, January 21, 1922, at St. Ignatius Church. Miss Elizabeth Bevan, an associate clerk of Miss Kemp, was one of the bridesmaids. Mr. and Mrs. Devereaux will reside in Washington, D. C.

Auditor Freight Claims

Correspondent, H. J. BARKER

Not so long ago there was an article in one of the daily papers, quoting the number of marriages for the year 1921, and comparing it with the number in the previous year. This showed a great decrease. Generally, statistical quotations in daily papers are accepted as correct, but after looking over our office, of only 107 employees, we find that nearly 10 per cent. have been married within the past four months. Therefore, we feel as though there has been a big mistake made in compiling the statistics referred to.

The first victim was Boyd W. Goslee, who was married to Miss Hellen F. Miles, a little girl from down home, on June 4, 1921. They spent their honeymoon in New York City, and you may be sure that our new country couple had a very enjoyable time, for this was their first trip away from home.

Next was Richard Rebbert, Accounting Division, to Miss Anna Kaltenback of the M. I. T. Division, on October 12.

Then Paul L. Grafton, Foreign Division, to Miss Geraldine McQuade on October 12. The wedding was followed by a reception and dance at Tuttle's Hall, when 90 to 100 couples were present. While everything was in full swing, and, unknown to those at the party, the bride and groom tried to make their getaway to the train, but in spite of all their swiftness they were greeted with a big send-off.

Shortly afterwards, we lost our little speed king, Miss Hellen Miller, who was our statistician and comptometer operator. She was married on October 18, to Mr. George Vink.

The most daring of all happened on the same day when Miss Julia Norton, chief clerk's secretary, asked for a one-day vacation. She stretched it into ten days, and went to Boston and Niagara Falls on her honeymoon with James S. Smith, Loss and Damage Department.

Next in line was the marriage of H. E. Muellenix to Miss Elsie Wingate on November 18.

Now we'll have to take off our hats to George Appel, who, on November 28, was married to Miss Mildred Weaver. There have been many rumors going around the office in regard to this marriage, but there hasn't been even a word or a thought of our little George.

On November 24, Miss Margaret Coneby, Agent's Relief Desk, was married to Mr. Marshall Stewart. Immediately after the ceremony they went South. They expect to tour through all the southern states and return in the spring.

The office extends its best wishes to each for a long life of happiness.

Baltimore Terminal Division

Riverside

Correspondent, MARTHA V. FOX, *Car Record Clerk*

The stork left two fine youngsters at the homes of two of our Riverside Shop people, on a bright November morning, a fine boy at the home of General Foreman Ralph Cline; at the home of Norman Deitz, boiler clerk, a baby girl.

On December 28 Mrs. A. H. Blackburn, wife of Assistant Trainmaster Blackburn, died at her home in Baltimore. Although Mrs. Blackburn had been sick for some time, her death was unexpected. We extend to Assistant Trainmaster Blackburn our deepest sympathy in his hour of loss.

A number of changes have been made in our office force of late and we are sorry to say that E. W. Search, chief clerk to division engineer, has returned to his home in Philadelphia. We miss Wallace.

George T. Clarke, assistant trainmaster at Locust Point, met with a serious accident on the afternoon of December 15 in Locust Point Yard, when he slipped on a piece of iron covered with snow, while descending steps leading to the cab of engine 4291. The fall resulted in his left shoulder being contused and breaking his lower left limb. Mr. Clarke was taken to the University Hospital after the injury. We sincerely hope for his speedy recovery.

Mt. Royal Station

C. A. Bloom, assistant ticket agent, Mt. Royal Station, decided to start the New Year in double harness. On the afternoon of December 31, he and Miss Louise Ditto, a trained nurse of Franklin Square Hospital, were married at Trinity Episcopal Church, Lafayette Avenue and Bentalou Street. The ceremony took place at 2:30 p. m., and the happy couple left for a short trip to the North. Mr. and Mrs. Bloom are at home to their friends at 1207 Longwood Street, Baltimore. They have our best wishes for all happiness imaginable, and we hope that next time they will notify us a few days beforehand in order that we may have time to hunt up a few old shoes and a pound or so of rice.

Mt. Clare Shops

Correspondent, MISS MOLLIE ALBRECHT
Secretary to Superintendent

Superintendent of Shops Office

Poole, the blossoming young lawyer of this office, is with us again, and if ambition and arguments will get him anywhere, believe me, he will be district or state's attorney within a year! Here's wishing you just lots of good luck during 1922, John Henry!

We would like very much to have an account of Marion's doings during Christmas week. He keeps very quiet about it and our curiosity is aroused. When will the mystery of the wild nights be disclosed, old dear? We are anxiously waiting for an account of them.

We just want to announce that Davis is still chewing. Isn't it awful?

Baltimore and Ohio Folks, meet Miss Mary Jane Bell, 3 years old, of Cumberland, Md. Jane is the little granddaughter of T. R. Stewart, superintendent of Shops, Mt. Clare. Her daddy is Charles Bell, Dispatcher's Office, Cumberland. Make yourself at home, Jane; we'll be glad to add you to our Railroad Family when you get a little



Mary Jane Bell

older. Meanwhile, stick close to Grand-daddy.

Assistant Superintendent of Shops Office

The "mis-placed eye-brow" on Mr. Conen's upper lip, has developed into a full-grown mustache, and we are contemplating using him as Relentless Rudolph in some Hair-Breadth Harry series. However, Mr. Conen is such a good-natured fellow, that we can't imagine him twirling his mustache and saying: "Ah Ha! Me proud beauty! I have you in me power!"

The secretary of this office, Marshall S. Gosnell, is still with us in all his glory, and still wears the soldier trousers which have caused so much comment during the last six months. We believe he must be getting used to wearing them, as no one knows how soon he may be engaged in some war (domestic or foreign, we cannot say), and then he will be able to feel at home in them.

We neglected to announce in last month's MAGAZINE that L. J. Hook had to buy a new hat. This is due to the arrival of a sweet little "somebody" in his household who calls Roy "Daddy." We extend our best wishes to both Mildred and Roy.

Chemical Laboratory

This "gang" is still with us, and although there have been several departures, most of them are still hanging around, looking pleasant. That's one thing we must give this department. When you go in their office, at least two or three of them have grins on their faces, in spite of all trouble, so Mount Clare-ites won't get blue as long as they stay with us. However, we miss Willie Hokemeyer, with his dreams of Mabel, and Elsie, and so on. Although we don't have the benefit of hearing of his dreams, we hope he is still having them, and that some of them come true.

Drawing Room

There are so many nice people in this office that we can't write about one and slight all the rest, so we'll just say a little about each every month or so. This month it'll be about Charles. Everybody will know whom I mean, so I won't introduce him. Charles, do you mind if we call you "Happy Hooligan?" That tells the story in two words.

Locust Point

Correspondent, J. ROSS GOULD

We are well started on the New Year, with hopes that it will be the banner year of the Baltimore and Ohio.

Locust Point, the great terminal of the Railroad, is well prepared to meet the rush; we have the yards, the piers, and well

trained men (victors in many a well fought freight battle), who are looking forward and anxious to get into the fray.

In this period of business depression, it is especially our duty as loyal employees to do our utmost and to give our best energy to further its interests, thereby benefitting ourselves as well.

May the statements now being made by our officials to the Interstate Commerce Commission at Washington, D. C., as to the needs of the railroads, so influence their decision, as to grant what is needed, to place the roads on a sound basis and thereby bring business in general back to a state of normalcy.

Then, boys, we will, with a long pull, a strong pull and a pull altogether, keep our Grand Old Road in the front of the procession.

Permit me to introduce to our readers two of the Old Guard at Locust Point, Messrs. Boyd and Walstrum.

J. W. Boyd entered the service of the Company at Locust Point in June, 1879, as a clerk in the East Bound Freight Office. After a month's work there, he was transferred to Pier 6 as tallyman. For several years he had charge of the loading of East Bound perishable freight, and in 1890 was transferred to Pier 9, as export delivery clerk, which position he is now holding.

He has filled each assignment, with great credit, and has made an enviable record in the rather complicated job he is now filling. He is a faithful employee, a courteous gentleman, a true friend and a Baltimore and Ohio Veteran.

P. J. Walstrum is export delivery clerk, Pier 8. Mr. Walstrum entered the employ at Locust Point in May, 1888, as truckman. In six months' time he was put in charge of extra gangs in the lower yard; after filling the position creditably for three years, he was transferred to Pier 32 as night delivery clerk. Later he was transferred to daylight work, and when Pier 8 was rebuilt after its collapse, Mr. Walstrum was put in charge there as export delivery clerk.

During the World War, Mr. Walstrum handled thousands of tons of flour and

provisions for our Boys "Over There," in a very capable and efficient manner.

He, like Mr. Boyd, is courteous and affable, loyal to the Company and true to his friends. He is a member of the Baltimore and Ohio Veterans and also one of our shock troops. Like Mr. Boyd, he can be relied on in an emergency.

The employes at Locust Point Freight Office extend to F. S. Berghoff, secretary to the agent, their heartfelt sympathy in the irreparable loss which he has suffered in the death of his mother.

Baltimore Division

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

The picture on page 64 is of Harry Eckman, of the Baltimore Division. He entered the service as a freight brakeman on September 24, 1887 on this division, was promoted to freight conductor in 1904 and to extra passenger conductor in 1909. Conductor Eckman named his youngest child, a boy, after the president of the Baltimore and Ohio, Daniel Willard Eckman. The story of how this happened was told in the January issue of the Magazine, Children's Department.

On December 22 the office force presented Chief Clerk Wm. D. Devlin with a gold ring as a Christmas gift.

Brunswick, Md.

Correspondent, CONDUCTOR R. L. MUCH

A new economy test is about to be inaugurated on the Cumberland Division. Engine 2558, just out of Mt. Clare Shops, arrived here to be fitted with equipment necessary to determine certain tests in train movement. Among railroaders there is great rejoicing. If this type of engine is adopted, it means better times. Engineer Merckle, of Brunswick, has been chosen to run this engine. Brunswick will be the starting point for the tests.



Veterans of the Service at Locust Point, J. W. Boyd and P. J. Walstrum

Hamilton Watch

"The Railroad Timekeeper of America"

*Is there a better judge of a Watch
than a Railroad Man?*

LONG years of experience on a job where accurate time is vital, makes the Railroad man an authority on watches.

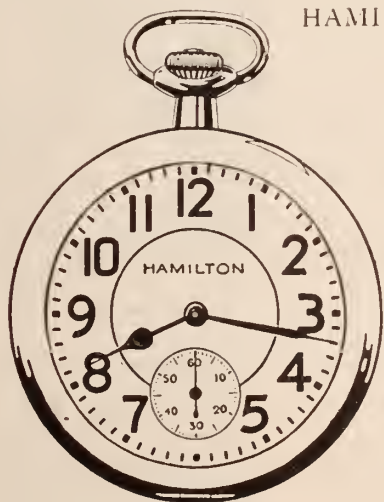
And when he has timed trains accurately with his Hamilton through years of service, its dependability is conclusively proved.

Charles Hamilton, the efficient engineer shown here, runs the Bangor Flyer—one of the longest hauls on the B. & M. He has been with the Boston & Maine 49 years. He runs the Bangor Flyer by a Hamilton Watch.

The Hamilton is built to stand the hard jolts of a Railroad job. When you buy a Hamilton you buy satisfaction. The Railroad man who bought a Hamilton so long ago that he isn't sure whether it was fifteen or twenty years ago, is satisfied. The man who bought a Hamilton recently—a few months or a few years ago, is satisfied; and when you decide to buy a Hamilton, you can bank on the same satisfaction.

Your jeweler sells Hamiltons, and will be glad to show you a No. 992—the 16-size Railroad Timekeeper of America—or any other grade made. And he'll look after it for you, and be a service station for its continuous, accurate performance.

Hamilton Watches range in price from \$40 to \$200; movements alone \$22 (in Canada \$25) and up. Send for "The Timekeeper", an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.



HAMILTON WATCH COMPANY

Lancaster, Penna., U. S. A.



Please mention our magazine when writing advertisers



Conductor Harry Eckman, Baltimore Division

J. F. Mackin, former general yardmaster, Cumberland, has been appointed acting terminal trainmaster here, with full charge, vice W. O. Shields, who is on an indefinite furlough.

Brunswick yards are the center of energy of the whole Baltimore and Ohio System, being in touch with all the principal as well as the minor business and manufacturing cities of the United States. Thousands of cars are handled daily, involving great care in their distribution.

Mr. Mackin, being an experienced official, has grasped the situation in a thoroughly business-like manner.

The funeral of Conductor Charles Woodcock was held on January 3. He entered the service of the Baltimore and Ohio 32 years ago. For the past six years he had been incapacitated because of illness. The Brotherhood of Railway Trainmen had full charge of the funeral, under the direction of E. W. Burch. The pall-bearers were: O. B. Howe, J. P. Alston, R. L. Much, E. Kaufman, W. W. Kelly and D. C. Wood.

Engineer A. B. Haller and wife were snapped by your Correspondent as they were gazing at a sight-seeing airplane. Engineer Haller is one of the fuel savers of the Baltimore and Ohio. Every run is an efficiency run with him, and he has been officially commended on his good work.

Sitting on the stone wall is "Jackie" Dean, 6 years old, son of "Mack" Dean, switch operator, eastbound hump. He is a bright boy and, like his dad, will be a good railroad man.

Here we see Warren Harding Axline, 9 months old, son of Lieutenant W. Axline,



Engineer and Mrs. Haller, watching an airplane
Brunswick, Md.

Baltimore and Ohio Police. He has all the appearance of becoming a shrewd and faithful officer like his Dad.

Four Classes of Railroad Men

Having traveled extensively in the United States and foreign countries, I have been greatly impressed by the customs of the different classes of people with whom I have come in contact. There is something about the railroad workman that appeals to me. Among trainmen, we find what is known as the "boomer," a fellow who never settles down, and who only waits until he makes a couple of "pays"—then is gone to some other clime. Like a proverbial rolling stone, he never gathers any moss, and finally ends up as a hash slinger in some railroad beanery.

Then we find the college and office-bred man, who goes railroading in search of health and excitement, and who, after a few months' experience, can give conductors cards and spades about railroading from A to Z, and has the Book of Rules skinned a thousand miles. Some of the class "stick," really becoming successful railroad men, settling down, happily engaged in their work, becoming a credit to the Company. Others stay a while, quit, then enter other means of livelihood, more becoming to their natures.

Again, we have what is known as the "pay day" class. Soon as the pay checks are handed around, a rush is made for the nearest poker-joint, where they play all day and night while their families are anxiously awaiting their return home that they may settle up with their grocer and rent man. Some are able to get by on a small amount, others are badly in need. This is the class that keeps the officials busy, and has the call boy running like a hound-dog after a rabbit.

There is another class, the steady workers. They never lose any time, except when sickness, death or other family troubles come to them, who find it unwise to lay off a trip; hard workers, steady and industrious, they do all they can to make life worth living and have peace and contentment in their homes and in their relationship with the Baltimore and Ohio.

Washington, D. C. Freight Station

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

There has been so much said regarding "Service" lately in connection with Railroad matters that when a special effort is made, and good results come from such effort, it is well that the readers of our MAGAZINE should share in the appreciation that is shown by parties interested. The following letter from Division Freight Agent G. S. Harlan is worth perusing. It shows what can be accomplished by cooperation and teamwork. The firm of S. Kann's Sons Company, from whom the appreciation comes, is one of the largest Department houses in this city:

BALTIMORE, MD., December 13, 1921.

MR. M. W. PRYOR, Baltimore:

Referring to our letters 26 and 28 ult., attaching communications from S. Kann Sons Co., Washington, D. C., in which they requested prompt movement of shipment consisting of seven cases dolls from Hamburg, Germany, consigned Washington, D. C.:

For your information beg to quote below copy of reply just received from Mr. William F. Friel:

"Kindly refer to our letters of November 23 and 26, and to yours of November 28, in connection with an import shipment we were very anxious to receive from Hamburg, Germany.

"This shipment was received by us today and I cannot let this occasion pass without



Warren Harding Axline, Brunswick, Md.

expressing to you both my firm's and my own personal appreciation for the courtesies and the cooperation of the various Baltimore and Ohio officials to whom I appealed for assistance in order to expedite this movement after the steamer docked and unloaded.

"Your Foreign Freight Department, Mr. Marshall's office, in this city, and Mr. Fisher's office, deserve thanks for their efficient handling of this shipment, and in view of the short time for the sale of this merchandise before Christmas their efforts are more than appreciated.

"Assuring you again of our appreciations, I remain, with best regards."

It is mighty pleasing to get a letter of this kind and in addition to what has been said by Mr. Friel we want to extend our sincere thanks for your prompt cooperation in the handling of these goods.

(Signed) G. S. HARLAN.

MR. F. L. MARSHALL, JR., Washington, D. C.
MR. D. M. FISHER, Agent, Washington, D. C.

Your prompt and careful attention to the handling of these goods is very much appreciated.

"PERFECT PACKAGE MONTH" is another of those matters connected with railroads that the general public is also very much interested in, and we have heard a



Little Jackie Dean, Brunswick, Md.

great deal of it lately. Of course, all concerned have "put their shoulders to the wheel" to bring about good results.

With what success the plan was carried out in this city the following letter from the Merchants' and Manufacturers' Association of Washington, D. C., is the best possible evidence:

MERCHANTS' AND MANUFACTURERS' ASSOCIATION, INC.
Executive Offices: Suite 400 Star Building, WASHINGTON, D. C., December 15, 1921.
MR. D. M. FISHER, Freight Agent, Baltimore and Ohio Railroad Company, 1st and Florida Avenues, N. E. Washington, D. C.

My dear Mr. Fisher—Permit me to congratulate your Company and the other carriers upon the successful fruition of the "Perfect Package Month."

I am confident it did a great deal of good and assure you that the Merchants' and Manufacturers' Association is very proud to have been associated with the movement even in the measure that we contributed.

It is a fine thing from time to time to bring forth the measuring rod that we may find out our weaknesses in order to speed up perfection in service.

The carriers are indeed to be congratulated on putting forward the idea and exercising so much energy in promoting it.

Yours very truly,
(Signed) Charles J. Columbus,
Secretary

Those of our readers who have read the splendid letter to The Baltimore and Ohio Family from the pen of our President Willard, will concede that the letters above referred to are the results of work along the lines suggested by Mr. Willard in his greeting:

"I have been much pleased by the manner in which Baltimore and Ohio officers and employes of every rank have responded to my request a year ago, for their helpful sup-

FREE 15 DAY TRIAL
SEND NO MONEY
EASY PAYMENTS IF IT SUITS YOU

JUST WRITE TODAY AND SAY YOU WANT TO TRY THE
Faultless Drop-Head, Steel Ball Bearing Sewing Machine

When it arrives use it free for fifteen days. If then you are fully satisfied with it, send us \$3.95—and pay \$4.00 each month for 7 months—\$31.95 in all. If it does not suit you, ship it back at our expense.

Genuine Oak Woodwork, beautifully finished; Iron Stand, enameled glossy black; Head folds inside, leaving flat table top; Automatic Bobbin Winder; Self Threading Cylinder Shuttle; Adjustable Stitch; All up to date improvements. All tools and accessories free.

25 Year **NATIONAL FARM EQUIPMENT CO., INC.** Over 100,000
Guarantee DEPT. 69 98 CHAMBERS ST., New York In Use



port and cooperation. This cooperation has been manifested in many different ways, such as efforts to obtain additional business for the Company, efforts to improve the service, to reduce and prevent accidents, to reduce loss and damage, and by a more general desire, or rather a more general effort, to cultivate courteous and sympathetic relations with the public."

It is now for the employees of the Baltimore and Ohio to use every endeavor to carry out the wish expressed in the last paragraph of Mr. Willard's letter, and to continue in the efforts to please the public, and give the service that it is the duty of all to give.

There is no time when the old home fire-side appears brighter and more cheerful than at Christmas-tide; and one or two of our force could not resist the magnetic influence of home, and spent the festive season with their loved ones.

Foreman's Clerk C. M. Webb went to his home "Way down in Tennessee," and Index Clerk R. V. Montgomery journeyed into the Hoosier State to visit the old folks.

The following was received by wireless from the wilds of Cumberland, Md., the domain of Agent C. R. Grimm, who was for two years assistant agent at this station and who took with him Ross W. Price to be his chief clerk at Cumberland:

"Ross Jr., weight seven and three-quarter pounds, arrived on January 2. A noted increase is visible in the new "Daddy's chest."

It is always a pleasure to hear of the success of those who have been with us, especially if they are still connected with the Baltimore and Ohio family. May the good work go on and the "Prices" (in this case) never grow less. Good luck, Ross! Many happy returns of the day; but don't let the chest expansion get too large, or the head may follow suit, and, as you know, "Nobody loves a fat man."

Cumberland Division

Correspondents
E. C. DRAWBAUGH, Division Operator
JOHN SELL, L. P. Clerk, Superintendent's Office

Much credit is due employees on the Cumberland Division for the manner in which the Christmas Business was handled. For several days before Christmas there were extra sections on almost all through passenger trains. These were handled in good shape as was also the heavy passenger travel, express, mail and freight shipments. If Old St. Nick failed to reach anyone, it was no fault of the Cumberland Division employees.

One of our former employees, Charles J. Crogan, now a student at Georgetown University, was home for the Christmas holidays. "Charlie" was instrumental in having a large number of students use our line to their homes in various parts of the country and has made many friends for the Baltimore and Ohio among his classmates. "Charlie" expects his diploma this spring and while the



VIGILANT REEL AND HOSE COMPANY, KEYSER

H. R. Stewart, Pres. W. W. Long, Chief C. E. Hixenbaugh, Engineer C. E. Leary, Sec. F. E. Kagey, Captain
In April, 1905, The Vigilant Reel and Hose Company No. 1 was chartered under that name by the State for the purpose of saving life and property from loss by fires and to promote social intercourse among its members. The present organization is equipped with an up-to-date American-LaFrance auto truck; also has a big hook and ladder truck and three hand reels. One of the big fires that made the Vigilant Reel and Hose Company No. 1, of Keyser, W. Va., famous, was that of the big Barton holocaust of Feb. 3, 1919. Another big job of the boys was that of Feb. 18, 1919, when the First National Bank and the Opera House caught fire. The bank was badly damaged and the Opera House was a total loss. The boys again prevented what might have been the worst fire in Keyser; their work in keeping the flames from adjoining buildings was heroic. The majority of the members of this company are Baltimore and Ohio employees

Please mention our magazine when writing advertisers

Company has lost a loyal employee, the country has gained a good lawyer. Much luck to you, "Charlie!"

It is with great pride that we scan the "blue prints" each month, and find the Cumberland Division still at top-notch in efficiency. This encourages the boys to exert every effort to keep it there.

Our chief dispatcher on the night trick, has a fine dog. "Jake" says he is a collie, so we will have to take his word for that, but we can have our own opinion.

C. A. Wigal, water station foreman and expert motor car operator, took his usual fall hunt not long ago. We are still waiting for that venison and bear steak. "Charlie" must have confined his efforts to small game. No doubt there will be a scarcity of rabbits.

Our old friend, P. M. Pennington, crossing watchman, Polk Street, Cumberland, besides the great care given the safety of pedestrians passing over his crossing, has become quite a dog fancier. Tell us the joke, P. M.!

One of the most interested readers of the MAGAZINE is our old friend, "Gus" Weibel, retired. "Uncle Gus" reads the MAGAZINE regularly and has many interesting stories to tell of his long experience with the Baltimore and Ohio. We hope to get an interview with him, which I know will make interesting reading.

Cumberland was visited by a serious fire on the night of January 7, when the large wholesale grocery building of the Bayer Grocery Company, adjacent to our tracks and near the Queen City Station, was totally destroyed, with all its contents, estimated loss amounting to about \$200,000.

The Cumberland Veterans began the new year right with a big time at Cumberland, the kind of time the boys enjoy. There was plenty to eat, music, dancing and good talking. President Allison was right on the job, and from reports, some of the older boys are still there when it comes to the terpsichorean art.

One of our local correspondents is wearing a broad smile these days. Yes, it's a boy. John is receiving the congratulations of his fellow employees. This being his fourth boy, John has reasons to feel proud.

The Cumberland Division has a basketball team, which is second to none, and is

willing to meet all comers. They have issued a challenge to any other division on the System. We are with the home team to a man.

Bowling is also going strong at the present time, and while we have no league on the division this year, our employees are largely represented in the City League and are giving a good account of themselves.

While it is a little early in the year to talk baseball, "Hotty" Spearman assures us they will be ready to put a team in the field this year that will be a winner.

B. A. Noone claims the checker championship this year. This title was held last year by R. L. Ketzner, assistant chief clerk to the superintendent.

Recent changes around the Queen City Station building are as follows: L. M. Rausch, appointed day station master, W. A. Johnson succeeding as night station master, and our own James McCarty promoted to baggage master, third trick. Congratulations, boys! We are all glad to see you going up and wish you the best of luck.

We have a report that our popular agent at Great Cacapon claims to have raised the largest pumpkin in Morgan County. Knowing "Brownie," we feel sure it must be some pumpkin.

J. B. Higgins is chief transportation time clerk and one of our most popular clerks on the division. Just recently he became a benedict and now all signals are set for home.

J. B. Mackin, former night general yardmaster, Cumberland, has been promoted to acting terminal trainmaster, Brunswick. "Paddy" has all of the Cumberland boys' best wishes. C. F. Van Osedale succeeds him at Cumberland.

Many other departments have been claiming credit for long years of service for different employees. Uncle M. J. ("Mike") Fleming, clerk at the Freight House in Cumberland, is the oldest clerk in point of service in the Transportation Department. "Uncle Mike" is still in active service and we wish him every success for many more years.

"Grandma" Messman sure does amuse the boys at times. We often hear good stories on G. Frank, but the best one to date is hard to understand. "Grandma," all the

boys want to know why it is necessary to check the carbons against the originals. How about it, Frank? You tell them accuracy must be maintained.

We are glad to mention that our veteran painter foreman, E. D. Colgate, recently pensioned, has recovered from his recent illness and is able to be about.

We have it on good authority that our old friend "Bill" Shaw, will be a candidate for the election as delegate to the Relief Department Convention.

Timber Preserving Plant,

Correspondent, E. E. ALEXANDER

Our Railroads are not only vital to the Nation's welfare, but also to the home.

Furloughed or short time men are not home builders. Their families are not happy or prosperous. Good business means good times. Good times mean good news. When business is dull and work is slack, bright interesting news, enjoyed by all, is scarce around railroad employment centers. The depression on the railroads is being keenly felt by everyone.

The necessity for strictest economy affects all, reaching into the homes from which only good news and pleasant thoughts should emanate. We hope that the better times, for which all are anxiously hoping for our railroads, are close at hand.

Safety First!

Not one employe injured during the month of December, 1921, and only one in November. Though partly due to reduced force and man hours worked, this is largely due to carefulness, the result of consistent and united effort.

Weddings!

Ticket Agent H. M. Whitford and Miss Georgia Gurtler, daughter of Fireman and Mrs. C. M. Gurtler, were recently married at Martinsburg, W. Va. They have our best wishes.

Plant Clerk F. A. Sebold, Cumberland, Md., and Miss Minnie Catlette, daughter of Mr. and Mrs. A. B. Catlette, of Green Spring, W. Va., were quietly married in Cumberland on December 31. Miss Catlette is a popular and well known clerk of Flora & Co., while Francis needs no introduction to Cumberland Division employes. They have our congratulations and we predict a happy future for them.

The accompanying picture is of Operator J. D. Rockwell's attractive new house; the people from left to right are Mrs. J. D. Rockwell, daughters Margaret and Mildred and Operator J. D. Rockwell.

E. S. Parks, vice-president of the Century Wood Preserving Co., Pittsburgh, Pa., was a recent business visitor at the Plant.

Tieman and Mrs. W. E. Landes, newlyweds, were recently presented with a beautiful cane rocker, another remembrance from fellow employees.

Treating Inspector C. L. Kittle, Central Creosoting Co. Plant, Finney, Ohio, has moved his family from North Bend, Ohio, to Lawrenceburg, Ind., since the opening of the new bridge.

Only a week after the return of his wife from the Western Maryland Hospital at Cumberland, where she underwent an operation, it was necessary for C. R. Pasapac, our commissary manager, to enter the same institution to undergo a major operation. We are glad to report



House of Operator J. D. Rockwell, Green Spring, W. Va. Mr. Rockwell is standing on the porch with Mrs. Rockwell (left) and their daughters, Margaret and Mildred

them both able to attend to their accustomed duties again.

Mrs. J. D. Rockwell, wife of operator, is convalescing from an operation at the Western Maryland Hospital, Cumberland.

Mrs. B. F. Twigg, wife of retortman, is also regaining her health at her home after an operation at the same institution.

Tieman Thomas Long has moved his family into his elegant new home recently completed at North Branch, Md. (another new home).

B. F. Reed is another tieman who is building a new home at Green Spring. Several others are contemplating building when conditions warrant.

Soapy Stuff

May I hold your Palm Olive?
Not on your Life Buoy.

Martinsburg Shops

Correspondent, W. L. STEPHENS

Motive Power Foreman F. G. Maxfield received a delightful surprise on Christmas Eve, when "the boys" presented him with a handsome ring, bearing the Masonic emblem, and a fine umbrella. These useful and decorative gifts are a fine tribute to the popularity of Mr. Maxfield. May he get real joy in wearing his ring, and may he leave his handsome umbrella in our office some day and forget it. (We have none of our own.)

The Baltimore and Ohio fraternity were terribly shocked to learn of the untimely death of Section Foreman Noah Alinger. A useful and active career ended at the age of 40 years! He was working along the main line near the junction of the low grade just west of Cumbo. A moving train on the low grade drowned the sound of the approach of a fast train on the main line. The foreman was struck by the fast train and instantly killed. Our sympathy is extended to the widow and three sons who survive.

Brakeman Elmer Kies, 317 E. Race Street, was instantly killed in a motorcycle accident on Tuscarora Pike, just west of this city. The motorcycle on which he was riding got beyond his control and Mr. Kies was thrown against a culvert. His neck was broken. Mr. Kies would have been 30 years old on January 20, this year. A widow and four small children who survive, have our heartfelt sympathy.

Keyser, W. Va.

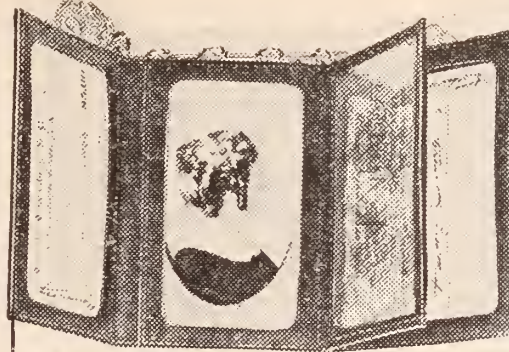
Correspondent, HARRY B. NIGHT

E. J. McGuiness, who has been chief clerk to Master Mechanic Hodges, Keyser, for the past year, has been transferred to Riverside, Baltimore. That "Mac" has made many friends while here was evidenced by the handsome traveling bag which was presented to him by the supervising and office force on the eve of his departure. We are sorry to lose "Mac" and wish him success in his new position.

Mr. H. A. Deetz of Philadelphia has been appointed chief clerk, vice Mr. McGuiness. We welcome Mr. Deetz.

Fireman George Cornell is able to be out and around after having suffered the loss of a foot.

The weekly Meetings held by Master Mechanic Hodges at his office on each Friday are producing satisfactory results. These meetings are attended by all foremen, from both Locomotive and Car Departments, various subjects pertaining to the betterment of the service being discussed.



Gold Engraving FREE

Your name on the outside of the case in 23 Kt. gold letters, absolutely free. Extra lines, Street No., City, etc., 30 cents each. Emblems, 40 cents each. This attractive engraving gives the case an exceptionally rich and handsome appearance. Alone it is worth \$1.50 of any man's money.

Lapel Button FREE!



Mason



K. C.

As a special introductory offer, we will include with every case, one of these attractive lapel buttons of hard baked enamel on heavy gold plate. These buttons usually sell for \$1.00 each. This is a wonderful offer that you will not find duplicated anywhere.

Send this Coupon Today!

Send No Money

Just send the coupon, telling us what button you want and what you wish engraved on case. Pay the postman when you actually receive the goods. We guarantee absolute satisfaction. Otherwise your money will be returned immediately and without red tape. We have been in this business for fifteen years. You take no risk! Don't miss this wonderful offer.

U.S. Leather Goods Co., 106-110 W. Lake St., Dept. 4012, Chicago

Send me your _____ window pass case, with my name in gold engraved absolutely free. Also the _____ lapel button free. When it arrives I will pay the postman your special price and the few cents postage, plus extra I have checked below. If I am not more than satisfied, I will return the case and button and you will return my money, including postage.

Name _____ Engraved FREE)
St. No. _____ ☐ 30c Extra
City _____ State _____ ☐ 30c Extra
Emblem _____ ☐ 40c Extra
(Be sure to check engraving you wish in addition to your name)

At the last meeting held, 25 foremen were present and 28 subjects were discussed. These included: expenses, delays, shortage of material, new rules in effect, condition of equipment, condition of shops and premises, etc., as well as preventatives to such delays and conditions which we may expect during the winter months.

Any irregularities that have been noticed since the previous meeting, as well as action to overcome omissions in the past and preventatives for the future, are given close attention. In fact, these meetings have not only shown a tendency to promote interest in the work at hand, but have increased the efficiency of our supervising forces so that the most desirable results have been obtained.

Walter Sobraske, one of our popular machinists at shop, has gone on an extended visit to his parents, Mr. and Mrs. J. Sobraske, in California. Walter stated, however, that he will be back to keep a pressing engagement in June.

"Do Do," our Car Department stenographer, states that the cartoon in the December MAGAZINE showing "B. J." as walking slowly after his visit to Orchard Street is in error. He should have been shown running, "cause he stays so long."

We are informed at this writing that Miss Allamong, Roundhouse Office, now writes her name "Mrs. Alta Porter."

Congratulations to our Power Clerk and Mrs. J. M. Salyards—it's a girl!

Dusty says "The car report is like the weather report—it all depends on the temperature of the car foreman."

Aaron C. Welton, for years an employee at the local shops, died at his home on S. Mineral Street on January 11, after an illness of several weeks. Mr. Welton was born May 11, 1849, at Petersburg, W. Va., but spent the greater part of his life in Keyser, where he was employed. The remains were taken to Petersburg for interment. We extend to the bereaved family our deepest sympathy.

Guaranteed Genuine Cordovan Leather

A more remarkable offer of a combination Passcase, Cardcase and Billfold has never been made. Just look at these smashing prices:

1 Window Case, \$1.18 4 Window Case, \$1.48
2 Window Case, \$1.28 5 Window Case, \$1.58
7 Window Case, \$2.28

Carefully made of Genuine Black Cordovan Leather, tough and durable. Strongly stitched, will not rip. Generous size, with plenty of spaces for your money, cards, memo, etc. Size folded 3x4 3/4 in. You have never seen such wonderful value.

Clarence J. Snyder, one of the most popular conductors on the west end of the Cumberland Division, died at his home on Spring Street, this city, on January 13, following a short illness of pneumonia. Mr. Snyder is survived by his wife and two children. Conductor Sherman L. Snyder is a brother. The family has our most sincere sympathy.

It is with deep regret that we chronicle the death of Engineman George P. Warner. Mr. Warner had been ill for some time and on December 13 he passed peacefully away.

Mr. Warner began railroading in July, 1876, as a yard fireman. On February 28, 1885, he was promoted to engineman, which position he held until his death.

He was a man of quiet and unassuming disposition and his beautiful character won him many friends in all walks of life. He was an active worker in the Order of Knights of Pythias, having helped to organize Olive Branch Lodge No. 25, 45 years ago. He was the 25th Grand Chancellor of the Domain of West Virginia.

His funeral was held on Sunday and was one of the largest ever held in Keyser. It was in charge of the Knights of Pythias and Brotherhood of Locomotive Enginemen and Firemen. A memorial service was held for Mr. Warner in the High School Auditorium, in recognition of his wonderful service as a member of the School Board.

We extend to the bereaved family our heartfelt sympathy.

It may be of interest to many Keyser employees and the public as well, to know that the first depot the Company ever had in Keyser is still standing. It was moved, years ago, to another location, and "Uncle" Harrison Ross moved into it. Uncle Harrison was one of those old time darkies, of the old school, and in this house he spent fifty years of his life. The building is located on East Water Street and is now occupied by Uncle Harrison's son-in-law, "Bob" Gray, the genial porter at the passenger station.

We hope to be able to get a picture of



"Uncle Jack" Ravenscroft, as we best knew him

Keyser's first depot, soon, and to see it in the MAGAZINE.

Agent Stover and his forces at the freight and passenger stations took up a collection among themselves at Christmas time, and purchased food which was distributed among the poor of the community.

Such acts of charity and thoughtfulness for their fellow men who are less fortunate, are to be commended.

Every railroad man on the west end of the Cumberland Division, knows of the dandy caboose, in charge of Conductor "Slick" McLakin, and which has been mentioned in the MAGAZINE. The correspondent rode in that cab some time ago and wrote about it in the November issue. It is fine and the captain and crew deserve all the nice things that have been said about them.

Now comes another one, and maybe if we would look around we will find some more good housekeepers on this division. Conductor Harry Fonner has charge of Cab C993. His crew is composed of O. C. Murray, C. C. Householder and J. Sutton, and they have their cab fixed up mighty fine. They call themselves the "Safety First Crew" and their cab is arranged for Safety First. Well built cupboards, hot and cold running water, nice pictures, in fact "a place for everything and everything always in its place." The caboose has been nicely painted and you are invited at any time to come and inspect it.

Some reader, send 'em a nice calender for their cab.

We are sorry to report Engineman "Charley" Blackburn as being confined to his home on account of illness.

We regret to report the death of Mrs. Mary Hollen Stallings, mother of Yard Clerk E. M. Stallings. Mrs. Stallings died at her home on Piedmont Street on January 6. The body was taken to Williamsport, her former home, where it was laid to rest. The clerical forces here contributed a beautiful basket of roses. We extend to the bereaved family our heartfelt sympathy.

Is each of the employes receiving a copy of the MAGAZINE, each month? If not, call at the Ticket Office, and get one. We want every one to get a copy.

One more of our veteran employes passed away to the Great Beyond, when Inspector Foreman J. W. Ravenscroft, died at his

home, 107 W. Piedmont Street, Keyser, after three months illness due to paralysis. The deceased was 68 years of age and had a 53 year service record.

"Uncle Jack," as he was known to thousands of employes on the Cumberland and other divisions, was born at 21st Bridge, below Keyser, on July 1, 1853. He entered the service of the Baltimore and Ohio, June 1, 1868. He was continuously in the service from that date, having never failed to receive his pay check from the time of his employment until a few months before his death.

In our December issue of the MAGAZINE, there appeared a lengthy item on the occasion of Mr. Ravenscroft being presented with a 50 year service medal by the Veterans' Association of the Cumberland Division.

We are submitting for this issue of the MAGAZINE, a portrait of "Uncle Jack" as we best knew him.

Paw Paw, W. Va.

Correspondent, M. L. SHARON
Pensioned Engineer

Uncle John Shipley, whose picture is shown here, is the efficient track foreman on Section 22, High Line, at Paw Paw. John is a Veteran of the Martinsburg clan, and has had about 43 years of experience at his job.

Uncle (we call 'em all "uncle") "Bill" Kaylor, our high speed track foreman, was elected to the Town Council on January 5,

by a good majority. Hoof 'em up, "Bill," for a cleaner and better town!

We notice that our Agent Fleming and assistant, "Bill" McBee, have a new mail cart. Beats a wheel-barrow, doesn't it, boys.

Your correspondent was rustivating in Martinsburg last week, seeing the boys and getting a few fish stories. "Bill" Airhart, of course, always has some in stock for us.

Our track walker, Philip Fretzman, had a wedding at his home. His son, Raymond, was married to Miss Lealie Sargent, his father's housekeeper. Good luck to 'em!

Mrs. Northcraft, one of our respected citizens, was laid to rest on December 26, aged 88 years. Some of the younger generations are employed with the Company.

D. G. Beavans, one of the old time telegraph operators for the Company, is one of our genial merchants and right on his job when it comes to sales.

We would like to hear from our old! Martinsburg friends, especially "Joe" Linthicum. "Joe" and I have spent many a—I was going to say happy—day together fishing, but you know we would always fall out about the biggest fish, which "Joe" always claimed.

Sabraton, W. Va.

Correspondent, L. M. GUMP

Robert Kennedy, clerk to Supervisor R. L. Cattlett, and ardent foot-ball fan, who has been seriously ill for some time, is greatly improved.



Winter "Sports" at Keyser, according to Alvaro



J. B. Shipley, track foreman

Stanley "Slim" Lantz, clerk to local agent Hansel, has been bumped by Wayne Ringer of Masontown account of furlough at that point. "Slim" said; "Mr. Lantz thinks I should continue my education at West Virginia University, and as I'm still boarding with him, I'll get only three weeks rest." So the first of February "Slim" will begin the four year job of convincing W. V. U. faculty that the railroad has some brilliant sons. The race has been postponed indefinitely.

Storekeeper "Red" Farrell and Boilermaker W. C. Johns, Sabraton's two incurable hunters, upon returning from a hunting trip into the Scott's run district, report rabbits of such size that they make as much noise as a sheep while running through the underbrush, and when dressed, weight nine pounds each. Right in line with this Mr. Johns gives another experience: It seems that when going out in the yard one evening not long ago, he saw a regular parade coming from under the henhouse. It consisted of a large rat lying upon its back and holding four eggs, being pulled along the ground by its tail by four other rats equally as large. Quickly getting his gun from the house he broke up the parade, and offers as evidence four dead rats and the shells of three eggs. We have no comments to make.

Engineer Henderson, who was suffering from an attack of pneumonia, is back on the job, apparently quite recovered, but Fireman C. W. May, who has also been on the sick list for some time, has not yet reported.

We note with regret the passing of "Uncle Jack" Ravenscroft, of Keyser. Mr. Ravenscroft was one of the old school of railroaders, and had a number of friends and acquaintances among the local men.

Passenger Brakeman Eminger is of a musical turn of mind, and at different times gives concerts for the amusement of a number of his friends.

The accompanying photograph is of a number of the Car Department employees at this station. At the extreme left is seen our former car foreman, C. B. Gosnell (standing). Mr. Gosnell has been in the service for thirty-two years, over twenty two of which have been spent in a supervising capacity. His service record carries three citations for meritorious service, and also shows that at no time has he been suspended or held out of service.

On January 7, while the Westbound local was exchanging freight at Sturgeson, Engineer Morgan, who was busily engaged oiling around, was accosted by three charming young ladies, attractively dressed

in hiking costumes of khaki, who wished to know if they might ride his train to Morgantown; if so, they would prefer to ride on the engine. Our handsome friend, always eager and willing to please the ladies, assured them that they might go, but suggested that the caboose would be more comfortable than the engine. No sooner said than the ladies started for the caboose, but Conductor Lewis Hess, horrified at the thought of any one but a man occupying his house on wheels, met them on the steps. The ladies contended vigorously that the engineer had told them they could go, they guessed he was boss, and no mere man was going to stop them, and furthermore, if they couldn't ride in the old caboose, they would get on the engine with the good looking engineer. At any rate they were going, that was flat. Mr. Hess held them off with one hand, while with the other he frantically gave his engineer a "high-ball," and as the train pulled out leaving the young ladies alone in their anger, was heard to heave a great sigh of relief and vow vengeance upon Morgan in no mean terms. This will never do, Lewis; faint heart ne'er won fair lady.

Connellsville Division

Correspondents,

S. M. DEHUFF,

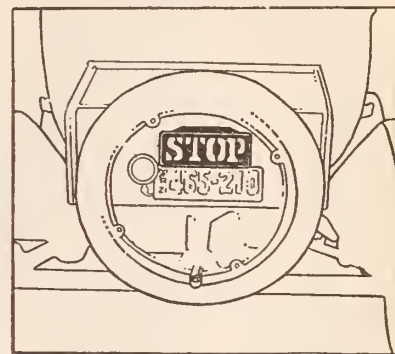
C. E. REYNOLDS, Office of Trainmaster

DIVISIONAL SAFETY COMMITTEE

R. W. BROWN	Superintendent, Connellsville, Pa.
S. C. WOLFERSBERGER	Assistant Superintendent, Connellsville, Pa.
M. L. McELHENY	Train Master, Connellsville, Pa.
J. F. LONG	Master Mechanic, Connellsville, Pa.
C. R. BURNS	Road Foreman of Engines Connellsville, Pa.
J. RILING	Division Operator, Connellsville, Pa.
H. R. GIBSON	Division Engineer, Connellsville, Pa.
W. E. LOVE	Master Carpenter, Connellsville, Pa.
K. C. BLEDSOE	Captain of Police, Connellsville, Pa.
L. ABRAIR	Storekeeper, Connellsville, Pa.
H. H. McINTYRE	Medical Examiner, Connellsville, Pa.
D. F. Hurley	General Yardmaster, Connellsville, Pa.
I. N. KIDD	Agent, Dunbar, Pa.
H. W. GROFF	Operator, Mt. Braddock, Pa.
R. MALONE	Supervisor, Smithfield, Pa.
P. C. DIN	Claim Agent, Rockwood, Pa.
O. C. Miner	Water-stationman, Connellsville, Pa.
J. W. O'RORKE	Bridge Inspector, Hyndman, Pa.
J. B. TRACEY	Engineer, Connellsville, Pa.
J. S. PERDEW	Conductor, Cumberland, Md.
C. A. LANSBERRY	Fireman, Connellsville, Pa.
D. E. EVANS	Conductor, S & C Branch, Somerset, Pa.
T. E. O'NEIL	Conductor, Cumberland, Md.
W. H. DODSON	Engineer, Connellsville, Pa.
I. F. MUSSER	Brakeman, Cumberland, Md.
J. E. GRAFT	Brakeman, Connellsville, Pa.
J. H. WEISEL	Machinist, Connellsville, Pa.
THOS. WELSH	Boilermaker, Connellsville, Pa.
S. J. NOEL	Agent, Hyndman, Pa.
GRANT SHOEMAKER	Carpenter (Repair Tracks), Connellsville, Pa.
T. W. SCOTT	Signal Supervisor, Connellsville, Pa.
R. T. PEARRELL	Signal Maintainer, Connellsville, Pa.
H. W. WAGELEY	General Car Foreman, Connellsville, Pa.
P. A. McMAHON	Secretary to Superintendent, Connellsville, Pa.

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Price \$5.00 prepaid. War tax included.

Agents wanted

Moffett Auto Signal Co., Dept. B., Deshler, O.

Office of Trainmaster

The accompanying photograph is of Main Line Train Dispatcher H. B. Pigman, who first entered the service of the Baltimore and Ohio May 1, 1880 as night operator at the east end of Sand Patch tunnel. In September, 1880, he was transferred to same position at Mt. Savage Junction; in 1881, transferred to same position at Pinkerton. He was day operator at Port Perry from 1881 to 1883; same position at Glenwood from 1884 to 1887. Was employed in the Pittsburgh Dispatcher's office at Pittsburgh, Pa., as copy operator from 1887 until April 1888, when he was made train dispatcher at Pittsburgh. This position he held until August, 1896, when the Connellsville Division was created. He transferred to Connellsville, working as first trick dispatcher until 1898 when he was made chief dispatcher, which position he held until 1906 when the position of division operator was created. He held that position until 1914, when there was a general depression in business and the position of division operator was abolished. He then accepted a position as dispatcher at Connellsville, until January, 1916, when position of Division Operator was restored, and he held that position until December, 1918. Then because of his physical condition, he was transferred to position of first trick dispatcher at Connellsville. This position he is still holding.



Car Department employees, Sabraton Station

Please mention our magazine when writing advertisers



H. B. Pigman

Mr. Pigman has a clear record and it is not necessary for us to comment on the good service which he has rendered; we all know that he is a very able train dispatcher and all the boys like to get out on the line when he is on the job, for they know that he is right up to the minute.

Passenger Conductor Charles Boyd recently returned to his Trader Avenue home, Connellsville, Pa., after spending six weeks at the Park View Sanitarium, Kansas City, Mo., where he took treatment for his health.

Brakeman B. Baer has returned from a hunt for big game in Sandy Ridge. Baer returned but we didn't see any deer. How about it, Bruce?

Cupid is still in the game among the Connellsville Division employes as indicated by the following:

Miss Catherine Morgan, daughter of Mr. and Mrs. Louis Morgan, Smithfield, Pa., and W. H. Burkett, Connellsville, Pa., were married on Saturday evening, January 7, at 8 o'clock, in the parsonage of the First Baptist Church of Smithfield, Pa. Rev. R. H. Austin, the pastor, officiated. The bride was an operator in the office of the Tri-State Telephone Company previous to her marriage and is widely known in that community. Mr. Burkett, as we all know, is a congenial roundhouse foreman at Connellsville. "Bill," to you and yours we extend our heartiest congratulations!

We are sorry to report that E. O. Lint, employed as wreck man, Connellsville tool cars, met with a painful accident during the first part of December. He is getting along nicely now and we hope to see him on the job soon.

Miss Beatrice Fornwalt, efficient stenographer, Superintendent's Office, departed on train No. 16, on January 13 for a week's visit with friends in Washington. "Nat" will be lonesome until her return. "Jenny" might keep him company.

Pittsburgh Division

Correspondents,

E. N. FAIRGRIEVE, *Car Distributor* Office of General Superintendent
ELMER H. STOLTZ, Pittsburgh Freight Station

Northern District

Correspondent, J. F. MILLER. *Assistant Trainmaster*

The firemen of Foxburg know how to do

other things well besides firing locomotives and rereiling cars. On January 2, at 8.30 p. m., after the regular business of the lodge had been transacted, an informal card party and banquet were given. It was a "stag" affair, and in addition to the regular members, the following visitors were present upon invitation: J. E. McAvoy, engineer; J. S. McCoy, engineer; A. C. Iman, engineer; Otto Arendt, operator; Peter Toy, all-around-man; Frank Goddard, brakeman; Peter Gerber, engineer; J. F. Miller, assistant trainmaster.

The feast was prepared without assistance, by J. A. Galena, chef; L. R. Boyd, first cook; J. F. Gerber, second cook; C. C. Edinger, third cook. It consisted, among many other good things, of fried oysters, french fried potatoes, sandwiches of all kinds, celery, pickles, etc., and home-made apple and peach pie with ice cream.

Mr. Galena, whose remote past we do not know, must have been there before and often. He is an inventor of no mean ability. For instance, he had it arranged to blow his cracker dust through a tin spout, with a bell end like a phonograph horn, by means of an electric fan. A baffle plate (being an engineer he would think of a baffle plate) was properly arranged for the cracker dust to fly against so that none would be wasted.

The oysters were the size of a small lady's hand. Mr. Galena would take one of these lady-hands on an instrument which looked like the second cousin to a pan-cake turner, give it a toss upward through the flying cracker dust (and mind you, think of the dexterity required); when it passed by the top of the tin spout conveyor, it would turn over neatly and pass down through with the "other" side next to the shower bath of cracker dust when it would be completely covered on both sides. Then Mr. Galena, all ready, would give it a bat with his instrument and it would land in a big iron skillet, on a super-heater stove, fifteen feet away. Another would follow, each one snugging up, spoon-fashion, against its predecessor in a circle until the circle would be complete. Then circle two would begin and so on until there was just one vacant spot in the center and it was a joy to see the last one find its place. Then this skillet would move off to a vacant burner on the stove and an empty take its place without any shut down or slowing up of any of the machinery. Of course, cooks Nos. 1, 2 and 3 were busy, and the whole thing was carried on so regularly it reminded one of weighing cars on a hump, the skillet-handlers resembling hump-riders.

Babe Ruth can "hit 'em" far, but it takes finer work, better nerve and more technique to bat oysters, a la Galena. Several brands of perfectos, cigarettes and chewing gum were served from the establishment of Herbert Hall, who is a member, and who worked hard for the success of the occasion.

If anyone thinks that "sticking on" a tank or car on the "Northern District" does not educate a man in jugglery, Sir or Madam should see Boyd and Edinger "waiting." With immense metal waiters loaded with good things, including the acrated oysters hot off Galena's bat, poised on two fingers and a big thumb, they exceeding the speed limit every inch of the way. One has to hold his breath, but there was no "wreck."

John McDonnell was master of ceremonies and conducted the progressive euchre game. Handsome prizes were given and were won by Engineers J. S. McCoy and Harvey Bushey. Assistant Trainmaster J. F. Miller was toastmaster and proposed a complimentary toast, complimentary to the men and the Railroad we work for. The drink of the occasion was an oyster cocktail, another of the Galena 57 varieties.

After the "Main Bout," Mr. Miller and Mr. A. C. McCoy gave an exhibition of 17 different ways to play 500 (without winning a game).

On Friday preceding New Year's Day, members of the American Legion, led by J. F. Boyd, gave a dance at Foxburg. The orchestra of four members at Kane was engaged. Upon inquiry as to how they had determined to come to Foxburg, Mr. Boyd was given the name of a competitive line. Mr. Boyd, being a loyal employe of the Baltimore and Ohio, told them that it was a Baltimore and Ohio dance and if they could not travel on this Railroad he would get a band that would. Four round-trip tickets, Kane to Foxburg, to help out the cause!

Brakeman C. P. McCullough found a car in Kane yard, that had just been set in by P. R. R. with a badly broken flange. Keeping his eyes open undoubtedly saved trouble in this case.

Glenwood Round House

Correspondent,

MARY A. BREEN, *Stenographer to Master Mechanic*

F. J. Yost, W. J. Ward and J. L. Porter have been appointed to positions of assistant roundhouse foremen, Glenwood. We wish all of them success in their new positions.

Introducing Count A. E. Westoniski. At any rate, that's what he looks like since starting to raise that lip tickler. Come out from behind the bushes, A. E., we know you.

Two young ladies are seriously considering the fatal question—no, not that one—the one I mean is the question of bobbing their hair, but before proceeding with the action, they would like to have the opinions of the boys.

Margaret Cunningham, Glenwood yard office, was recently presented with a beautiful wrist watch. I suppose she must have been thinking of "Bill", for she kept winding away until "bang" went the spring. A new one, originally intended for a Mikado engine, was supplied, inserted and time is rolling merrily along.

General Foreman Meinert, Allegheny shops, has been in the Passavant Hospital suffering from pneumonia, but we are glad to say that at this writing he is improving splendidly. We miss Henry and hope that he will be with us soon again.

The little town of Foxburg recently held its centennial and among the honor guests were David Flynn and M. H. Whalen. We are glad to hear of the unusual honor that was bestowed on Whalen, that of carrying the banner. (See Flynn for details.)

With the abolishing of Tenth Street as an engine terminal, it will be up to the Glenwood men to show some highball work, but as everyone fully understands the necessity for making every possible saving, we believe that they are very much alive to the situation and will keep things moving "ON TIME."

Monongah Division

Correspondents,

C. B. BAKER, Grafton, W. Va.

VERNON A. LYON, *Assistant Ticket Agent* Clarksburg, W. Va.

Although the final figures for the year 1921 have not yet been received, we have



HANSOME MILLER
DISTRICT STOREKEEPER
CLEAN FROM GRAFTON, W.VA.

every reason to believe that the Monongah Division will stand well at the head of the Safety Roll. For the first ten months of the year we ranked first, having made a reduction of 54 per cent. in employees killed or injured as compared with the same period of 1920.

On behalf of the entire Division we wish to express our sympathy to the bereaved family of Section Foreman Carter, whose death occurred on January 8. Thomas L. Carter was born on February 16, 1870, and entered the service of the Baltimore and Ohio as trackman in June, 1900. He was promoted to the position of foreman on May 1, 1901, and retained that position until his death. Foreman Carter was not only known among employees of all departments for his unfailing geniality and good humor, but held, in the Maintenance of Way Department, the reputation of being one of the best foremen on the entire Division.

For the year 1921 the Monongah Division held third place in Fuel Conservation in freight and passenger service. We expect to head the list in 1922. Spread it thin, you Hogs!

Charleston Division

Correspondent, M. W. JONES,
Secretary to Superintendent

LOYALTY

If you work for a man, in Heaven's name work for him. If he pays you wages that supply your bread and butter, speak well of him and stand by the Institution he represents. If put to a pinch, an ounce of Loyalty is worth a pound of cleverness. If you MUST vilify, condemn and eternally disparage, why—resign your position, and when you are outside, damn to your heart's content. BUT as long as you are a part of the institution do not condemn it. If you do, you are loosening the tendrils that hold you to the institution, and with the first high wind that comes along, you will be uprooted and blown away, and probably you will never know why.

Elbert Hubbard.

Passenger Conductor J. R. Cox is spending a vacation in Morton, Washington. From letters received, we understand he is hunting big game, and that he is having a good trip. Cox tells us that game is more plentiful in Washington than it is on the Pickens Line.

Engineer M. E. Morrison recently lost his wife. We extend our sincere sympathy to him in his bereavement.

Master Mechanic Burkley was called to Wheeling on account of the death of his grandmother. We extend our sympathy to him.

Mrs. W. E. Severns recently entertained a few friends in honor, so the Weston paper says, of her husband's 37th birthday. We would like to ask "Bill" how much he slipped the reporter to cut off the extra ten years.

Mr. and Mrs. W. H. Schide, of "Lilly Brooke Hall" fame, spent New Year's Day in Baltimore. W. H. S. has been very busy every day since, telling us of the wonderful sights he saw in the Big City. We would like to ask him to tell you the story of the ushers, but we don't believe he will.

A few New Year's resolutions were made on the Charleston Division. We quote some which are of particular interest:

Mr. Staples—To quit smoking. (He kept this from 1 a. m. when he went to bed until 8 a. m. when he got up, on January 1, 1922.)

A young Lady—Never to make dates with a Tennessee soldier again.

Mr. Schide—To walk home daily (when the cars are not running).

Mr. Pickens—Not to chew more than 18 stogies a day.

Mr. Dixon—To live up to the old motto, "Tis the voice with the smile that wins."

Miss Hayden—Not to get mad in 1922.

Miss Justice—To keep out of the "Hall."

Miss Juanita—To become an efficient train dispatcher.

Mr. Severns—Not to have a grouch for the entire year.

Mr. McOsker—To become acclimated to Weston, forgetting Seymour.

A certain friend of ours—To answer letters on the same day he gets them(?).

Mr. Kelly—To be 100 per cent. ALL THE TIME.

Mr. Nichols—To stay away from Clarksburg. If not possible to do so, to MOVE Clarksburg to Weston.

Mr. Kearfott—Resolved, Weston is better than Baltimore, why go further afield than Weston Shop?

Miss Hickman—To always find out the RATE PER DAY before engaging a room for a week at Atlantic City.

Brakeman S. N. Fury—To play SAFETY FIRST ALWAYS, in other words to keep away from the hospital, "so that regardless of the influence I know I have there—they may not have an opportunity to keep me inside."

"Peg"—That I am tired of keeping house for myself and Irene. Before January 1, 1923, I will be keeping it for "someone" else.

"Trix"—That I won't go to the farm on a rainy day this year.

Mr. Millbourne—That I will be true to Huntington.

Fleda—That I won't blame Mr. — when I can't find a file in future. I'll admit that I don't know where it is.

And about 100 more, but we can't quote them for lack of space, but we will add one more for the entire Division:

"That we will be loyal, efficient, courteous and SAFE Always."

News reports from Charleston office indicate that Robert Wintz has returned from a vacation in Columbus; that Okay B. Jacks is seriously contemplating matrimony, altho' the name of his "partner in crime" is not mentioned. Furthermore, additional space is about to be asked for because,

Lo, we cast our eyes about, Behold what do they meet?

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Every nook is crowded out, by Herbert Hicks' feet.
(Note: Why not put 'em in the MAGAZINE? We can find space for 'most any body.)

Miss Evelyn Kohlbeker entertained the members of the force at a dance in her home at Kanawha City (but she didn't ask us). Mrs. Ola Farley and Mrs. H. P. Hicks also entertained the office force, but they also failed to remember that Weston was on the Charleston Division.

The congratulations of every one are extended to Miss Pearl Rawson, who was recently married to Mr. Harry Stom of McKeesport, Pa.

"It is our desire that people living along the lines, should feel that the Baltimore and Ohio is a GOOD NEIGHBOR and that if they are visited by fire, flood or epidemic they should instinctively call upon us for assistance because of our potential strength and WILLINGNESS to help them." President Willard.

Business conditions have not improved during the past month, although there seems to be a slight increase in the coal movement since January 1. The feeling all over, however, is one of optimism, and it behooves every one of us to assist in getting all the business we can, in moving it efficiently, and in helping in every way in our power to eliminate waste. Every dollar saved in the efficient use of labor and material means that much more for constructive work, or to keep some fellow who needs it badly in a job. THINK ABOUT IT, and remember there is one way we can all help, and that's by GOOD HOUSEKEEPING. Pick up good material, it can be used. Don't overload tanks with coal. That's waste. We can use slag and cinders for ballast, we don't need coal for that purpose.

A copy of President Willard's annual message was received here late on December 31, 1921, and distributed all over the Division the same evening. The key note of his message, as we read it, is—

"I gladly make acknowledgement of my appreciation of your effective and helpful response to my request, and I venture once more to invite your support and co-operation during the coming year."

We recommend your consideration of this paragraph, and answering for the Charleston Division, we know his request will be fulfilled. Appreciation means a whole lot, doesn't it?

We take pleasure in introducing to you the three little daughters of Second Trick Operator B. C. Taylor, Buckhannon. They are: Leatha, Dana and Hazel. Mr. Taylor entered the service of the Baltimore and Ohio in 1904 as a laborer, and in 1906 became an operator working through various positions to the responsible place he now holds at one of the heaviest ticket agencies of the Charleston Division.

Engineer W. P. Paxton, whose photo we show on this page, entered the service in 1905 as fireman, and was promoted to engineer in 1907. More than once "Bill's" name has appeared with a "red" entry opposite it, and it is fair to say that he is today one of our most popular engineers on the Elk Line.

We also take pleasure in introducing to your notice Carl Griggs, Division Accountant's Office, and his sister, Miss Hazel Griggs, who is stenographer to Freight Agent Fisher at Weston.

One of the heaviest stations, from a freight shipping standpoint, on the Charleston Division, is Richwood, W. Va. Here are located the Cherry River Boom and Lumber Company, the Cherry River Paper

Company, the Mosser Tannery and many other industries. It is the end of the Gauley Line, and is in the heart of the lumber country. Our shipments at present from this station average 15 to 20 cars per day outbound. We are ready now to handle the old record of 32 carloads per day, "Baltimore and Ohio Long haul" on every car. N. Rexroad is agent in charge of the Baltimore and Ohio interests, assisted by an able staff which we mentioned in our notes a short time ago. We hope with returning "Normalcy" that Mr. H. Moore, of the Lumber Company, will return to the Charleston Division "on the tide of prosperity."

We are pleased to quote a short letter which has just come to our notice, addressed to our agent at Charleston, from a large firm located in that town, and which refers to our able chief demurrage clerk.

"Yesterday it was necessary for me to use a great deal of the valuable time of your Mr. S. M. Bailey, in connection with some twelve cars of pipe which this company has had for some time in the Railroad yards; and I here wish to express my appreciation of the courteous treatment I received at his hands. Although he was interrupted any number of times, he always cheerfully gave the information wanted, and quickly, efficiently and courteously waited upon me. As a stranger imposing upon his time, I could not but remark how efficiently he met the exactions of his position. Yours appreciatively, etc."

We are very glad to print this tribute to Mr. Bailey, and we hope our friends on the Division will draw our attention to any such which come to their notice. No doubt there are many of them.

We received a letter the other day, anonymous, enclosing some money, to cover rides taken on the Baltimore and Ohio at some place and at some time not mentioned. Evidently someone's conscience bothered him and if Diogenes is still on his hunt, and will communicate with us, we will direct him where to find his honest man, or at least to the part of the state, because we don't know the donor's name or address exactly.

No Better Way to Avoid Waste than by Saving Claims

In a recent letter the general claim agent says that there is no decrease in the number of shipments damaged by being loaded in defective equipment, with leaky doors, sides and roofs, holes or nails in floor, sides, etc. This is something we can all help to avoid, and we ask the co-operation of every one to assist in eliminating claims from this cause.

A Safe Man Is an Efficient Man

Safety work continues uninterrupted on the Charleston Division. A meeting will be held this month, and we hope all who can do so will be present. Don't forget the blue flag when you go under the cars, or between them to make repairs. If you see a man failing properly to protect himself, do it for him, and then call him down hard. If he won't take care of his own life and limb, he won't take care of yours.

Particular attention of our readers is called this month to the Charleston Division honor roll. It is well worth reading more than once, and shows the real Baltimore and Ohio spirit. Frankly it gives your correspondent more satisfaction to write up a big honor roll each month than it does to write all kinds of other notes, because there we find developed the real spirit of loyalty, efficiency and human kindness.

And finally—don't put your feet on the desk until the work is done. Be minutes early on the job, rather than seconds late. Don't watch the clock, the boss is watching you.

Wheeling Division

Benwood Shop

Correspondent, ANGELA JUNE APPLGATE

The accompanying picture is of George Harry, four months old son of Machinist and Mrs. H. D. Hirsch. Baby George's winsome ways have won him many friends.

Mr. and Mrs. Walter Martin are the proud parents of a baby boy, born on December 31. The young man has been named Oliver Alexander.

We are glad to have J. W. "Socks" Stocking back at his desk again after a brief leave of absence because of his health.



1—Leatha, Dana and Hazel Taylor. 2—Engineer W. P. Paxton. 3—Carl Griggs, Division Accountant's Office and his sister Hazel, stenographer to Freight Agent. 4—Brakeman "Si" Perkins



George Harry Hirsch



FRUIT & CANDY PEDDLE
WHEELING DIVISION

John Cusack, road foreman's clerk, who recently underwent an operation for appendicitis at the Glendale Hospital, is back on the job. When some of John's many friends visited him, they found him sitting up in bed singing, "I don't want to get well." This was fully explained when his nurse came in to take his temperature.

Brakeman J. L. Hughes and Miss Sybil McDermott were quietly married on December 28. Congratulations!

Western Lines Cincinnati Terminals

Correspondent, JOSEPH BEEL, Chief Clerk to Superintendent of Terminals

Christmas of 1921 left pleasant memories in the hearts of the Superintendent's staff and employees of the Cincinnati Terminals.

Consistent with the time of good cheer, the staff, including R. B. Fitzpatrick, C. J. Cleary, W. T. Darling, and W. P. Abbott; and office force, Joseph Beel, Frank Nock, Robert Jennings, E. J. Schmalz, C. W. Bliss, W. J. Maloney, Misses Kathryn Weber, Helene Herron, Bertha Goetz, Sue Elmore and Clara Schulte, with Chief Clerk C. E. Pierret, as the honored guest, enjoyed a sumptuous dinner given by Superintendent J. H. Myers in the Welfare Room, Fifth and Baymiller Streets. The young ladies assisted.

As an appropriate conclusion to the dinner, Edward J. Schmalz flashed into the limelight as an after-dinner speaker, closing the festivities with the presentation of a box of cigars to Division Engineer Abbott.

Our esteemed electrical department foreman, A. R. Buchner, recently took an inspection trip to Jenkins, Ky., on the Sandy Valley, with G. E. Hauss, district electrical supervisor. One day he saw something from the car window and exclaimed, "My what a big rabbit!" but he felt satisfied when told that the "big rabbit" was only a mountain donkey.

Newark Division

Correspondent,

B. A. OATMAN, Office of Master Mechanic, Newark, Ohio

Another deplorable accident occurred on the afternoon of January 12, causing the death of Acting Yard Master E. E. Guitner, Columbus, Ohio Yard. Mr. Guitner was fifty-six years of age at the time of his death and had been in the employ of the Baltimore and Ohio for the past twenty years. During that time he had won the friendship of a large circle of railroad employees in Columbus terminal, and was well known and respected by a large number of our employees on other parts of the system. He was run down while walking between rails, with his back to the approaching engine,



Bobbie and Grandfather Wolford

which he did not observe until too late to leap to safety, although some of his fellow employees endeavored to warn him of his danger.

The news of his death was a great shock to his many friends, who grieve with his family in their loss, and to whom we extend sincere sympathy. Mr. Guitner is survived by his wife and ten children.

On December 21, Engineer "Jim" Dennison, popular employee of 38 years service on the Baltimore and Ohio, resigned his position.

Mr. Dennison was born near Connellsville, Pa., on May 2, 1852. During his long service, from sectionman to engineer, he has seen many changes and improvements. He has run engines of every conceivable make and design, from those hauled over the Winchester pike during the war to the latest monsters of modern times.

He has been a member of the Brotherhood of Locomotive Engineers since June, 1876, and has been honored with many positions of trust and responsibility by them. As a partial recognition for his services he was recently presented with a gold watch, chain and charm and a wallet of money and sent to the Grand Convention at Atlanta, Georgia.

Mr. Dennison's long life on the rail has been remarkably devoid of accidents; his most serious injury was received in 1875 when his engine was derailed at Indian Creek and his right leg broken.

In the annual charity Newsie's list we find the name of our genial General Yard Master C. C. Grimm, who is noted for his ability for hustling. Your correspondent has learned that Mr. Grimm sold, during the campaign closing Saturday, December 17, 1921, over 300 buttons on which was inscribed, "Newark Charity Newsies—100 per cent. Charity." The buttons were sold at one dollar each, the proceeds to go to a charity fund created by the sale of newspapers by influential business men of the city. If the other newsies can produce as Mr. Grimm has, alright, but we know that they will have to use speed oil to come anyway near keeping up with Pacemaker Grimm. "Newsie" Grimm was assigned the Baltimore and Ohio territory, the shops, yards and offices. His earnest solicitation plus the generosity on the part of the Baltimore and Ohio employees has resulted in a tidy sum being raised for charitable purposes in Newark.

Mr. and Mrs. J. H. Fuller are spending the winter at Port Richey, Florida. Mr. Fuller was assistant foundry foreman until forces were furloughed, and having been in the service continuously for many years without any break, thought this would be a good chance to go South for the winter.

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Vose

P. H. Graff, foundry foreman, Newark, Ohio, shops, has just returned from a trip East. During his stay he consulted with the Motive Power Department officials at Baltimore in regard to local conditions.

Effective December 8, General Car Foreman J. P. Quinn, Newark Division, was made superintendent of shops at Zanesville, Ohio, vice J. L. McCann, who has been transferred to Eastern Lines and stationed at Pittsburgh.

Mr. Quinn has been in charge of the Car Department, Newark Division, since May 1, 1913, coming to Newark after the flood of March and April, 1913, at Zanesville, and has made a host of friends on the Newark Division as well as on the Western Lines. We regret very much to have such a good fellow taken away from us, but every one on the Newark Division extends to "Jack" his best wishes for continued success in his new position.

Effective December 8, Frank Richardson was made general car foreman, vice J. P. Quinn. Mr. Richardson was at one time car foreman, Newark, but was selected by Mr. Tatum to do special work in Car Department for the System. He has filled this position until the furlough of employees in all departments was necessary, when Mr. Richardson was made assistant car foreman at Newark. We wish Frank success and feel that he will find all of his old Newark friends ready to give him the same support that they gave to Mr. Quinn.

The accompanying picture is of Passenger Brakeman John C. Wolford and his little grandson, Robert. Mr. Wolford, who is better known as "Cracker" to his railroad friends, is one of the best and hardest working brakemen on the Newark Division. It was only last year that he had over 100 applications for new members in the Baltimore and Ohio Veterans' Association. During his spare time at home he drives around in his big Saxon Six, enjoying life. He says he feels as young as his grandson, "Bobbie."

The fifth annual banquet given by the Railway Clerks at Newark, Ohio, was held at the Warden Hotel on Thursday evening January 5. Both Baltimore and Ohio and Pennsylvania clerical forces participated.

E. L. Hannon, car foreman, Sandusky, Ohio, took advantage of the shut down of the car shop and took his annual vacation, spending his time among friends in his old home town, Zanesville, Ohio.

W. T. Davis, assistant car foreman, Newark, Ohio, is back in the job after spending two weeks, his annual vacation, among friends in the East.

In line with Safety First, an electric light with good reflector, has been installed at the east end of the general yardmaster's office, Newark, Ohio. The light is located at the comb of the roof and throws a bright light down toward the ready tracks just west of the Roundhouse. The light is greatly appreciated by all who have to work in this section of the yards at night.

Assistant Foundry Foreman J. H. Fuller, Newark, Ohio, who with his wife has been spending the winter at a Florida resort, writes that he has fallen in love with the southern winter, but if he receives word that the Newark Foundry is to open again he will take the first train back and spend the balance of the winter at Newark. Mr. Fuller remembers many of his old friends at Christmas time by mailing them a nice box of oranges.

Car Department

Newark Division Car Department employees had a little surprise party for their former general car foreman, John P. Quinn, before he left for Zanesville.

On December 23 it was arranged to have Mr. Quinn meet Master Mechanic F. E. Cooper in his office at eight o'clock on important business. The important business, of course, was a ruse to cover up the real object.

Master Mechanic Cooper had some job to hold the attention of Mr. Quinn for about one hour, at which time there appeared at the doorway of the office, Master Car Builder C. M. Hitch. With very appropriate words, Mr. Hitch presented Mr. Quinn with a beautiful, engraved Howard Watch, with chain and knife in gold. After this was presented Mr. Hitch handed Mr. Quinn a beautiful walrus hand bag equipped with a complete traveler's kit. These gifts represented the esteem in which Mr. Quinn had been held by his forces while filling the position of general car foreman, Newark Division. Mr. Quinn, with very fitting remarks, accepted the gifts, and stated that he would always have a friendly feeling for the Newark Division employees who have stood by him in the past eight years.

Columbus, Ohio, Freight Station

The freight house men presented to Miss Kathryn Funke, transfer clerk, a box of candy with the following note attached:

Dear Katie—As a token of the friendship, admiration, respect and good will in which you are held by the platform men, we beg leave to present this offering as coming from our hearts. You are now, as heretofore, the only girl for us.

(Signed) "The Platform Bunch."

Mrs. Jessie Fralinger, car record clerk at Columbus, Ohio, Terminal, was, three years ago, happily married and had a kind husband and two little children. In the flu epidemic, the husband died, leaving her to her own resources. Over two years ago she became connected with the Baltimore and

Ohio family at Columbus, as car record clerk, which position she held until she was relieved through a reduction in force last fall. Lately she has been doing extra work and was stricken with a severe attack of gall stones while on duty on December 8. She was taken to the Mt. Carmel Hospital at once and was operated on, her case being one of the worst of its kind ever operated on at that hospital. With the approach of Christmas, some one suggested that the Baltimore and Ohio Family make her Christmas a happy one. As a result she was presented with a check for one hundred and fifty dollars on Christmas Eve, as a gift of her fellow employees in every department of the Baltimore and Ohio at Columbus. These included the Freight Office, Freight House, Mechanical Department, Yard forces, Sectionmen, Trainmaster's Office, Dispatcher's, Operator's and District Traffic Offices.

This gift will relieve her of the worry about how her expenses are going to be met, and, we trust, will make her recovery more speedy and more cheerful. What had the appearance of being Jessie's gloomiest Christmas, has turned out to be one of her happiest, her only regret being that she cannot, at the present time, personally thank each and every one.

We are glad to report at this writing she is out of the hospital and greatly improved.

The Baltimore and Ohio Bowling Team now stands in third place. We will all have to get out and cheer the boys along.

The girls of the Freight House held their annual Christmas luncheon on December 22 in the office and exchanged presents.

We extend our sympathy to Special Agent C. L. Johnson at Columbus, Ohio, in the loss of his mother at Quaker City, Ohio.

Cleveland Division

Correspondents

A. F. BECKER, *Secretary to Superintendent*, Cleveland, Ohio
E. L. MILLER, *Chief Clerk to Division Freight Agent*, Akron, Ohio
H. B. SMITH, *Supervising Agent*, Cleveland, Ohio
W. E. BRUGH, *Clerk to Trainmaster*, Massillon, Ohio

The proudest man in the Division Accountant's Office these days is Timekeeper C. W. Lindrose, who became "Daddy" of a 9 pound boy on December 19. However, his duties as timekeeper, with the Baltimore and Ohio do not compare with keeping time for his son. Congratulations, "Lindy!"

Cupid has been making his rounds on the Cleveland Division. The latest victim is Agent C. A. Hoover, Erhart, Ohio. Of course, if it were not for the large population of Erhart, our agent would have probably been caught in his net before this.

There are other promising arrangements Cupid is making, as we notice Miss T. B. Heller, pass clerk, Superintendent's Office, Cleveland, has now displayed a beautiful diamond ring. Won't you tell us, "Tess" when it's coming off?

There is always a chance to speak a good word for the Baltimore and Ohio Railroad. This has been demonstrated by Chief Dispatcher G. W. Jackson who was shopping at one of the big department stores when he overheard a remark about the poor service rendered by a certain railroad on shipments made from Chicago to Cleveland. Mr. Jackson immediately spoke up and asked the party if he had ever tried the Baltimore

and Ohio service from that point. He replied to this, "What can you do from Chicago?" Mr. Jackson, being familiar with the movement of cars, told him of our service. He also gave this tip to our division agent, and we now learn that, through this little conversation, we are now receiving some of this business. This is not the only ease where business has been secured through Mr. Jackson, for on another occasion he discovered several cars of pig iron being delivered to our line at Sterling and by careful investigation on his part, found that shipments were being made from Youngstown, a point on our line, routed via another railroad to Sterling and the Baltimore and Ohio to Dover. This information was also given to our Traffic Department and has been the means of having the shipments routed all the way from Youngstown via the Baltimore and Ohio Railroad.

The Cleveland Terminals Baltimore and Ohio Basketball Team opened its season on Thursday night, January 12, by easily defeating the Cleveland—Pennsylvania Railroad team, 30 to 15, on the Addison High School floor.

The Baltimore and Ohio team displayed speed and good team work and held the Pennsylvania team to one field goal and two fouls in the last half.

Kimes, captain and left forward, led in the scoring.

Below is box score of the game:

Baltimore and Ohio—30		Pennsylvania R. R.—15	
	G. F. T.		G. F. T.
Kimes, l. f. . . .	8 1 17	Elliott, r. f. . . .	3 1 7
McDonald, r. f. . .	0 1 1	Mickey, l. f. . . .	0 1 1
Groninger, c. . . .	5 0 10	Highfield, c. . .	1 0 2
Breha, r. g.	0 0 0	Whitech, r. g. . . .	0 0 0
Houston, l. g. . . .	1 0 2	Bishop, l. g. . . .	0 3 3
Spoerry, l. g. . . .	0 0 0	Collier, r. f. . . .	0 0 0
		Samul, c.	1 0 2
		Powers, r. g. . . .	0 0 0
		Brunner, l. g. . . .	0 0 0

Total 14 2 30 Total 5 5 15

The Baltimore and Ohio Welfare Association of Cleveland gave a New Years' dance in the Chamber of Commerce rooms, Cleveland, Ohio, on December 31.

Dancing was engaged in from eight o'clock until one. Refreshments of ice cream and cake were served at intervals.

Because of the numerous events, parties, dances, etc., staged in Cleveland on this night, the crowd was not as large as usual. However, those present enjoyed a pleasant evening.

Chicago Terminal

Correspondents

THOMAS H. WILLIAMS, F. S. DE VENY

Miss Carrie Latshaw has returned from an extended visit to California.

Did you ever take a young lady to buy a bracelet, and after going into three or four jewelry stores, find she was still wearing the one she tried on in the first store, and you had not paid for it? Embarrassing moments!! A young lady stopping to look at parasols during Christmas shopping, found just before she left the store that she had been carrying around one of the parasols at which she had been looking. Of course, she returned it. These things have happened to some of our Lincoln St. belles. Wonder what was on their minds. In one case inquiry discloses that a certain young man departed for the Southland on business that will detain him for quite an extended period.

Foreman Jacob Chuey, Pullman Co., who has been assigned on Pullman work on the C. T. for several years, was retired on pension on January 1. He has been succeeded by Joseph Kimmell, formerly Pullman agent for our service out of Chicago.

On December 16, William C. Hesslau, claim agent, came into the Grand Central Station with a broad smile, and his vest pockets bulging out with good cigars—15 centers at that. Upon being questioned what the big idea was, "Bill" said "Wm. C. Hesslau, Jr., weight 8 pounds, arrived in town last night."

When it comes to star bowlers, "Handsome Charlie," Auditor's Office, is the top notcher of the "Oil Rollers." Although he finds it a little difficult in handling the ball, he sure gets the pins.

Standing of our Bowling League, Week Ending December 29.

	W.	L.	Per Cent.	Average
Maintenance of Way	33	12	733	772-29
Accounting	28	17	622	772-20
Supervisors	23	22	511	766-30
Car Accountants	21	24	467	728-39
Transportation	21	24	467	727-20
Shop	20	25	444	718-
Engineering	18	27	400	735-35
Stores	16	29	356	694-26

High average 3 games one night, Supervisors, 876-2-3.

Second High Average 3 games one night, Accounting, 855-2-3.

Individual Standing.

	Team	Games	Average
1. W. Henning	Trans.	39	185-10
2. B. Richtsteg	M. of W.	42	172-40
3. H. Levy	Acctg.	45	171-31
4. G. Flemming	Stores	38	167-1
5. C. LaFlare	Supr.	44	161-32
6. H. Siems	Supr.	45	160-34
7. H. Hines	Engrs.	45	160-7
8. L. Pittro	M. of W.	37	160
9. E. Busch	Acctg.	41	159-39
10. W. Kennedy	Supr.	43	159-10
11. W. Schulz	Engrs.	44	157-29
12. Whitmer	Car Acct.	39	157-7
13. W. Hogan	M. of W.	45	156-39
14. F. Rosenburg	Supr.	21	155-13
15. W. Chandler	Shop	28	155-19

High Average, 3 games 1 night, H. Siems, 200-2-3.

High Game, W. T. Kennedy, 250.

Our bowling league has a five man team open to challengers from the System. Pittsburgh shops, please notice!



"Eobbie" Joe Frank enfield, 28 months old son of Carl Frankenfield, billing clerk, Fostoria, O.

A short time ago the American Railway Association sent out a circular letter soliciting suggestions for a brief and concise slogan which will be appropriate from one end of the country to the other in connection with the campaign on "Prevention of Grade Crossing Accidents." Trainmaster R. A. Barlow has submitted the following:

"This far better to stop and look for trains,

Than have your friends come to view your remains."

There is no question so tangible or vital that it cannot be successfully solved by the application of common sense. The use of common sense is the beginning of wisdom and when common sense is overridden by undue agitation it leads to quick conclusions that close the mind to reason. Without reason we cannot be reasonable and if we cannot be reasonable we cannot be fair to ourselves or to others.

Peace and plenty rest upon the great pillar of COMMON SENSE and this pillar is set with the solid cement foundation of harmony and unified effort—not in the quicksand of dissension and unrest.

Chicago Division

F. N. SCHULTZ, *Division Operator*, Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

PERMANENT MEMBERS

S. U. HOOPER... Chairman, Superintendent, Garrett
T. J. ROGERS... Vice-Chairman, Trainmaster, Garrett
GERTRUDE MANION... Sec'y to Supt., Garrett
J. E. FISHER... Trainmaster, Garrett
F. D. BATCHELLOR... Division Engineer, Garrett
F. N. SCHULTZ... Division Operator, Garrett
E. J. MCSWEENEY... Master Mechanic, Garrett
D. HARTLO... Road Foreman Engines, Garrett
W. E. FRAZIER... Road Foreman Engines, Garrett
DR. W. A. FUNK... Medical Examiner, Garrett
W. J. HANWAY... Captain Police, Willard
J. L. ALLEN... Division Claim Agent, Garrett
J. L. LEWELLYN... Master Carpenter, Garrett
P. H. CARROLL... Signal Supervisor, Garrett
ROBERT O'FERRALL... Electrical Foreman, Willard
W. H. DEAN... Division Storekeeper, Garrett
W. J. MULVHILL... Supervising Agent, Garrett
C. L. WOODCOX... General Yardmaster, Garrett

ROTATING MEMBERS

A. C. PELL... Conductor, Garrett
A. L. FARNER... Engineer, Garrett
C. P. OMORUNDRE... Fireman, Garrett
H. M. DAUBER... Brakeman, Garrett
CHAS. CORE... Track Supervisor, Wellsboro

South Chicago

Correspondent, ESTHER J. SPREENBERG

Recently Mr. Altheer received a fine letter from our S. A. Allen at Chicago, relative to courtesy and intelligent attention extended by our South Chicago utility clerk, Leslie Dwyer, to General Traffic Manager Blair of Wilson & Co. Mr. Blair personally called Mr. Allen to express his thanks and appreciation of Mr. Dwyer's attention, and also wrote Mr. Allen in detail.

Mr. Allen's letter is too long to quote, but this will give you an idea of what it means to our shippers to receive prompt and courteous attention.

Under the "Think and Act Drive," our chief reconsigning clerk, William Rosenthal, deserves special mention. In the handling of three cars he saved the Baltimore and Ohio a matter of \$70.61 by prevailing upon the consignees to take certain deliveries, which, had they not done so, would have resulted in an expense, as above mentioned.

The grain movement at South Chicago is very heavy at present and with the hearty co-operation of all concerned, we have been successful in protecting these heavy grain orders and securing a large

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Send No Money

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. *Guaranteed to pass inspection on any railroad.*

After Trial a Few Cents a Day

The watch comes express prepaid to your home. Examine it first. Only if pleased send \$5.75 as first payment. Wear the watch. If after 10 days you decide to return it we refund deposit immediately. If you buy, send only \$5.75 a month until \$57.50 is paid.

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4012 } New York City

bulk of the business. In order to secure this business, we must have grain cars. It is, therefore, hoped that we will continue to have this co-operation and good grain cars sent to South Chicago for the protection of these orders.

Do you ever think of saying "Please" or "Thank You?" Try it some time; it helps!

St. Louis Division

Correspondents

H. S. ADAMS, *Formerly Chief Clerk to Superintendent, Indiana Division*
O. P. STANFORD, *Secretary to Division Freight Agent, Flora, Ill.*
FRANCES PIGLOSKI, *General Freight Office, St. Louis, Mo.*

Flora, Ill.

With a view to effecting more economy in the operation of the Southwestern lines of the Baltimore and Ohio Railroad, the Company on January 1 consolidated the Indiana and Illinois Divisions into the "St. Louis Division," with headquarters at Washington, Ind., (Shops).

The consolidated division is approximately 640 miles, covering the main line and branches between the cities of Cincinnati and St. Louis, composed of 400 miles of the original Illinois Division, with the Springfield and Shawneetown, Ill., branches, and 240 miles of the Indiana Division, including the Louisville, Ky., branch.

The members of the B. R. T. Lodge No. 320 at Flora are to be commended on the charity drive which they successfully handled during December. Fifty-one families were helped, food, clothing and coal being distributed among the needy ones. The response for help was cheerfully answered by the citizens of Flora. It took several wagons to haul the articles given and the cash donations were surprisingly large.

After meeting with such success and seeing the good done, the boys decided to make it a permanent organization and keep the good work up.

Extra Engineer Paul Naney is the happiest extra "pig head" on the division. The stork made its appearance and left a fine, new fireman. This makes two boys for Paul. Now the president's overcoat would not make him a thumb stall.

Lawrence Steen, our jolly storekeeper, had the misfortune to mash his foot recently by allowing a car spring to fall on it. Lawrence says the spring was much harder than his foot, in consequence of which he was laid up for a few days. "Bob" Herrin acted as storekeeper in his place.

Division Freight Agent H. G. Settle continues to have jurisdiction over the old Indiana Division territory, with headquarters at Shops, Ind.; Division Freight Agent Lindsay continues to have jurisdiction over the old Illinois Division territory, with headquarters at Flora, Ill.

Office of General Freight Agent, St. Louis

On January 9, L. E. Cornelius, former clerk, General Freight Agent's office, was instrumental in saving the life of a caddy who went out on thin ice in search of a golf ball.

The ball was lodged on the ice 50 feet from the bank of a lagoon near the eighth hole. Golfers warned the boy not to go after it, but after work, at 5.00 p.m., young Foley decided to try for the ball. He had just reached it when the ice gave way. His cries attracted L. E. Cornelius, who is now president of the Cornelius Lumber Company, Arcade Building; G. Howard Willett, 5696 Kingsbury Boulevard, and Clarence H. Tevis, 4946 Buckingham Court. Tevis ran for a rope.

Cornelius, as the only swimmer of the three, with the rope around his waist, cautiously made his way toward the boy, but he, too, broke through a short distance out.

He smashed the ice with his fists, breaking a path to the sinking youth, but the boy was beneath the surface when Cornelius reached the spot, half treading water and half clinging to the jagged edges of the ice.

Cornelius dived, but without success. He plunged below again. This time he seized the boy's jacket. Rescuer and rescued were hauled to the shore. The caddy was revived 15 minutes later.

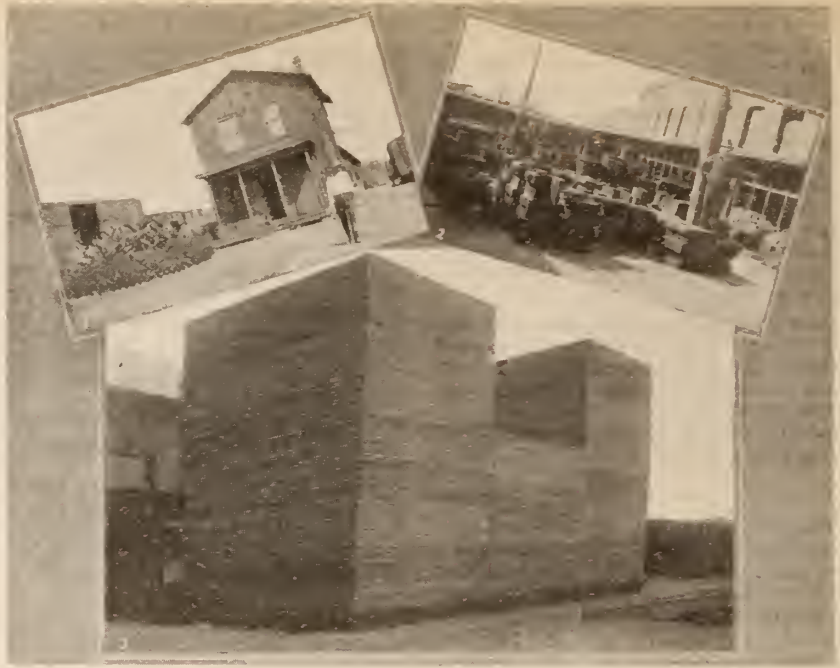
Ohio Division

Correspondent, A. E. ERICH

The late Edward Boas

Mr. Boas, besides being the father-in-law of O. E. Sorgius, chief clerk to division accountant at Chillicothe, was well known on the Baltimore and Ohio. He entered the service as laborer on April 10, 1887, at Vincennes; was later promoted to inspector, helper, machinist, gang foreman, general foreman and master mechanic, respectively on different divisions of the Baltimore and Ohio and C. H. & D. He had been superintendent of motive power of the C. I. & W. until some time before his death, having been with the latter road when the C. H. & D. became part of the Baltimore and Ohio System. His host of friends extend their sympathy to his widow and two daughters.

The orderly conditions shown in the photographs of the Stores Department, Chillicothe, prove that Storekeeper Reynolds and Assistant Storekeeper Baum are on the job. Credit is also given to H. H. Brown, who is foreman of this department. The three pictures in the group



See what the notes say about the orderliness of the Stores Department at Chillicothe

show the orderly way in which lumber is piled, the cleanness and methodical appearance of the casting platform, and the well kept and attractive exterior of the M. of W. storeroom, with Assistant Storekeeper Baum.

Miss Clara "Ted" Moore, Storekeepers' Office, is proudly sporting a beautiful solitaire on a well known finger. Questions as to why, when, etc., are not in order at this time. One solitaire a year seems to be the record of the Storekeepers' Office. Keep it up.

Miss Bernice Bowdle, Division Accountants' Office, has become left handed since Christmas. It seems unusual to see one who has always used her right hand, suddenly switch over to the use of the opposite member; however, this is the case. It has been noticed that she powders her nose, and does all the other things peculiar to femininity with this hand. The only bad feature is the glare, which affects the eyes of the balance of the office force. We are informed that the fortunate young man is Herbert Gardner, a recent graduate of Ohio State University, and at present manager of a large farm near Chillicothe.

Believing that it is better to give than to receive, Charles Conner and Phil Hixson, both of the division accountants' office, presented two fair young ladies with tell-tale solitaires, on December 25.

The holiday decorations by the Division Accountants' Office force in that office brought forth many pleasing comments.

Brakeman F. A. Duffy joined the ranks of the benedictines recently. Best wishes to him for a happy married life!

Elwood G. Pyle, sheet metal worker, is another victim of Cupid's rampage. Congratulations and best wishes!

The following officers were elected to serve the Ohio Division Lodge of the Veteran Employees' Association for the year, ending December 31, 1922: G. W. Plumley, president; G. E. Wharff, vice president; G. J. Miller, recording secretary; R. Mallen, financial secretary; H. Figlestahler, treasurer; J. N. Ortman, sergeant at arms; T. A. Brown, C. D. Pairan, A. A. Creager, W. W. Woodward, and T. E. Banks, directors.

D. R. Sheets was appointed as delegate to the convention of the Grand Lodge in Baltimore on January 5 and 6.

An item of interest, especially to the office force, recently appeared in the Columbus (Ohio) Dispatch, viz.: the announcement of the marriage of Miss Sue Masters and Mr. Demas J. Snyder. Mrs. Snyder was formerly employed as comptometer operator at Chillicothe. Her friends wish her much happiness.

To Engineer Joseph Sulzer, in the loss of his wife, our most sincere sympathy is extended.

The Safety Agent says:

The neglect of LITTLE THINGS—JUST LITTLE THINGS—is what produces the bulk of preventable accidents.

Every accident is a NOTICE that something may be wrong with the Methods, Material or Man and should be investigated AT ONCE by the man in charge to ascertain cause and apply remedy. Whether the injury received is slight or serious, is not material.

Don't gamble with your SAFETY. You can't afford to lose once.

Due to the consolidation of the Illinois and Indiana Divisions, C. E. Herth, division engineer, and H. S. Adams, chief clerk to superintendent of the latter division, have been transferred to similar positions on the Ohio Division. We welcome both these gentlemen and wish them success in this, their new territory.

Other changes on this division, are as follows: J. L. Maher, former division engineer, transferred to Dayton, Ohio, as assistant division engineer; R. H. West, former chief clerk, transferred to clerk in dispatcher's office, vice T. K. Wilson, who in turn took position as clerk in car distributor's office; C. E. Rutherford is transferred to tonnage clerk; Miss Osma Foster, to fuel clerk and Ray Ortman to clerk in freight office.

William Pross, machinist, has returned to his duties at Chillicothe, after having been instructor at Camp Sherman Vocational Training Schools.

Arthur James, machinist, has accepted position as State building inspector. We wish him success in his new position.

J. B. Haward has been promoted from night roundhouse foreman, Chillicothe, to day round house foreman, Garrett, Ind. H. H. Howard has taken Mr. Hawards' place and James J. Rose, Washington, Ind., succeeds Mr. Howard. We are glad to hear of these promotions and wish these men success.

Gilbert Jenkins, laborer, Stores Department, joined the ranks of benedicts shortly before Christmas. Our informant "Brownie" states that although cigars were passed, he personally only received a SMALL number.

Another treat! Dan O'Leary, yard conductor, has taken unto himself a wife. The honeymoon was spent seeing the sights of New York. Congratulations! Whad'd you say now, "Dan?"

Don't forget **BOOSTING BUSINESS** is still in order, at well as **PREVENTING CLAIMS** and **SAVING FUEL**.

Toledo Division

Correspondent, EDWARD M. MANNIX
East Dayton

Soon we'll bid adieu to Winter and extend an abiding welcome to Spring. Let us hope that it will bring with it a return of business, in order that we may see the wheels of industry humming.

Soon we will hear the glad refrain, "Play Ball," "Who saw the first Robin?" etc. By that time we hope to see all of the furloughed men at the old stand, and then we will sing in unison—"Hail, Hail, the gang's all here."

There is a big meaning in President Daniel Willard's New Year's greeting to the Baltimore and Ohio Family. If you read between the lines it shows the true characteristics of a big heart. Regretting as he does the general business depression, he gives hopes and assurances that this will be of short duration, and the family that he seeks to foster will be united again, as of old. A few more Willards won't hurt this old world.

Our old friend, John Glynn, yard engineer and veteran in the service, is spending a short vacation in Florida and Cuba. We will hear many weird tales when he returns. Good luck, old scout, and a safe return.



The late Edward Boas, Ohio Division

About one of the most energetic and up-to-date acquisitions to East Dayton is Yard Master Kenneth Lett, of the second division. Mr. Lett came to us a few months ago from the Indiana Division and has proved himself adept from a business and social standpoint.

We know that things could scarce be duller, And have been so, since way last summer, But, keep on plugging, never stop, And we'll come out all right, old top.

Harvey Voris, general yardmaster, was recently highly complimented by the officers of the Mercantile Company of our city for the manner in which he handled their business during the last year. It is also pleasing to note that not one complaint reached him from the numerous business houses in our city.

His letter from the Mercantile Corporation concludes with this snappy poetical declaration by Secretary E. H. Houck.

Oh, the switchman's life
Is a merry life;
For the bumps, now what cares he?
He merrily shunts
His cars around,
And chuckles in fiendish glee.
But the B. & O. crew,
Is a goodly crew;
Proficient in all that they do,
They place the cars right
And set the brakes tight,
What more can a good switchman do?

The accompanying poem was passed to us by one of the Division Accounting members. Read this and then read the parody which follows.

Dead Men's Shoes
By S. E. Kiser

For seven years Dick Wattles thought
That he would be chief clerk some day;
The chief's desk was the goal he sought,
And Fitch alone was in the way,
"He's getting old; he can't hang on,
Much longer now," Dick often said,
A new man came when Fitch was gone,
And stepped in over Dickie's head.

Ten years ago Maud Eldredge cast
Her last misgivings to the breeze,
And married old man Arbogast,
Who promised her a life of ease.
Fred Willis took it hard at first,
But Maud assured him on the sly:
"Ten years I give him at the worst;
Then we'll be happy, you and I."

The old man passed away last spring,
And Maud, still fair, was free once more;
He left her nearly everything
Except the store teeth that he wore.
Fred Willis, who had waited through
The weary years, is sore and sad;
Last Thursday Maud was married to
A prospect no one knew she had.

A dozen men who occupied
Positions that I've wished to fill,
Within as many years have died,
But I'm unknown and plugging still!
It may be luck; it may be Fate;
In any case they seem to lose
Who merely stand around and wait
To put their feet in dead men's shoes.

Our Own Parody

I cannot say that I do know
An humble clerk of the B. and O.,
Who, if he had his way to choose,
Would be found seeking dead men's shoes.
As for Dick Wattles and Mr. Fitch,
Such stuff as this they'd surely ditch,
And welcome a new man with good news
Because he wears a live wire's shoes.

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Made in
U. S. A.

\$3.00

Not one cent in advance for this combination
7-Window Pass Case, Card Case and Bill Fold

Will show 7 regular size passes, identification cards, and photos, each under a separate transparent celluloid face protecting it from dirt and wear. Also has gusseted pockets for smaller cards and roomy billfold pocket in back. Railroad men tell me it is the handiest thing they ever saw. Over 20,000 of them now being carried. Your name and address (3 lines) and your emblem or insignia (order, brotherhood, lodge—I have them all) engraved in **23K gold** absolutely free. This work alone is worth \$1.50 of anybody's money. Case is beautifully made of fine black seal grain genuine leather. Strongly sewed, neat and convenient. Size, 3-1/2 x 4 1/2 inches closed.

Don't send me a single penny in advance. Just send your name and address on the coupon below with the emblem or insignia you want. I will send you this wonderful pass case at once, and when the postman delivers it to you, when you actually have the goods, pay him only \$3.00 and postage. I positively guarantee that if you don't think this is the best buy you ever made, you may return it and I will refund your money immediately. I have been in this business for over 10 years.

You take no risk! Send the coupon TODAY!

Olaf Halvorsen, The Pass Case Man
Dept. 4012 Masonic Temple, Chicago

You may send me your genuine leather 7-Window Pass Case with my name, city, state and emblem engraved in 23K gold. I will pay the postman only \$3.00 and postage when he delivers it. If I am not entirely satisfied with the case, I will return it and you will refund my money at once. I take no risk.

Emblem
Name
Address
City State

Be sure to print name, etc. clearly

Going forward once, then stepping back
Is using your head for an old hat rack,
For what's now needed with railroad trains
Is an humble clerk with horse sense brains.
There isn't such a thing as Luck,
It's simply Push, and Work, and Pluck.
If you follow these you'll never lose,
And you'll never look for dead men's shoes.

Division Accountant's Office
Dayton, Ohio

Correspondent, MISS G. M. McBRIDE

The Baltimore and Ohio Quintet defeated the Pan Handles of Dayton, 20 to 12, on the St. Andrews floor, on January 13.

The line-up was as follows:

Baltimore and Ohio 20	Pan Handles 12
Hartman	L. F. Hagan
Harker	R. F. Hecker
Morrissey	C. Schoenhals
Thies	L. G. Barr
Kinzig	R. G. Miller

Sub—Myers for Morrissey.

Baltimore and Ohio: Harker, 6; Hartman, 2; Myers, 1. Pan Handle: Hagan, 2; Schoenhals, 1; Miller, 1. Fouls, Hecker 4 out of 5; Myers 2 out of 2.

Our Dayton team would like to book a few games with some of the other Baltimore and Ohio teams. It was up to the Baltimore and Ohio to hold up our colors. For games communicate with L. D. Kinzig, Division Accountant's Office, Dayton, Ohio.



Margery May, little daughter of Rae Garrigus, correspondent

It is well to note the feeling of good will among the workers in the Division Accounting Office at Dayton, as displayed at Christmas time. We hope that the same interest in the work of the Division and good will toward all may continue to be the factor which will stir us to higher aims and an unprecedented endeavor to make the Toledo Division the best, so far as we are able, of any division on the System.

Division Accountant G. B. Spencer, Dayton, Ohio, spent Christmas with home folks at Garrett, Indiana. We understand Mr. Spencer had quite a tussle with Santa Claus and he, being the larger man, was successful in taking from his pack a nice smoking stand, for which he desires to thank Santa through this column.

NOTICE—To all who find themselves up against it for socks: Styles do change you know and if, during these hard times, your wife should match a blue one and a black one, it is perfectly good taste just so there aren't any holes in them. However, they must be a dark blue and black in order to match up well. Ask Harker.

What would become of man if there were no women in the world? 'Tis well for a woman to stay in her domain, but, all the same, a woman "in her domain" is appreciated at all times, anywhere. Anyone desiring sewing done, might do well to try the Division Accounting Department outside of office hours. What we started out to say was this—the boys can testify that Clyde has an A-1 seamstress. How about it, Theis?

Good English

Gertrude Hutzel—How soon will you be through with that machine?

Nann—Are you in a hurry for it?

Gertrude—I have a report to get out this afternoon which should 'ave been gone last week.

Nann—Why didn't you say 'ave been must?

Ker bang!!! Something broke the stillness. Everybody looked around. Nothing extraordinary was in sight. Several seconds passed. Finally we saw "Ham's" happy smile as he emerged from the seclusion of his desk. "Ham's" not a heavy weight but his chair gave way and deposited him somewhere behind his desk.

We are glad to welcome among our co-workers S. H. Pulliam, supervisor at Toledo.

J. L. Maher, formerly division engineer, Ohio Division, has been made assistant division engineer, Toledo Division.

J. M. Montz has been transferred from the Toledo Division to the St. Louis Division, with headquarters at Washington, Indiana. Our best wishes for his success follow him.

An Ode to the Departed

I'm not a poet
And I sure know it,
But nevertheless
Maybe you can guess
When I want to say sumpin,
I blowit.

So here is an ode
To those who once abode
With us in our batchelor bliss,
'Tho' they are gone,
May their memory ever be with us,
And may they never ketch us
If their wives should want to kizzus.
(Dedicated to John Hogan, Don Harker,
Walter Boorum, Lou Kinzig and Eddie Velten.)

Lima

Assistant Correspondent, RAY GARRIGUS

General Foreman O'Brien has returned from a division safety meeting at Dayton, Ohio, where he was warmly commended by Superintendent Mann for the fine safety record which Lima shops have maintained for the past three months.

The accompanying photograph is that of little Margery Mae, daughter of Correspondent and Mrs. R. A. Garrigus.

General Car Foreman C. T. Robinson, Garrett, Indiana, and Car Foreman C. H. Garing, Willard, Ohio, were recent visitors.

The Car Department Bowling Team has defeated several local competitors and is anxious to hear from other teams on the division.

Car Inspector Gabe Nelson, Wapakoneta, has returned to duty after several months' absence. Glad to see you baek, Gabe.

Car Inspector Andy Shuler, Piqua, has been off duty for several months account of sickness. Mr. Shuler was a visitor at the Car Foreman's office a few days ago and promises to be baek on the job before long.

Within the past two weeks the Lima Chamber of Commerce has had three calls, each for 10,000 square feet of warehouse floor space along railroad sidings in Lima,

preferably on the Baltimore and Ohio. The concerns making application for this space are all big manufacturing jobbers who wish to establish branch warehouses here to handle Lima and Northwestern Ohio business.

These appeals coming almost simultaneously to the Chamber of Commerce, are evidence of the attention which Lima is attracting in the industrial world.

It is with just pride that we point to the fact that these firms requested space along the Baltimore and Ohio, over three other competing lines in this territory.

Otto Wallburg, chief clerk to Freight Agent L. B. Colbert, attended the Veterans' Association Convention in Baltimore. Mrs. Wallburg went along too and came back with a big job on her hands. She was elected secretary to the Grand Lodge of the Ladies' Auxiliary. Congratulations!

Dayton, Ohio

Enter Mary Blanford (ten minutes late) all smiles and curls. Our curiosity was soon satisfied, for close behind her—just far enough to avoid suspicion—was a fine looking insurance agent. Rumor has it Mary got her diamond through insurance—perhaps assurance.

WANTED TO KNOW—Who was the distinguished looking gentleman who caused such a commotion in the lobby of the "Dayton" theater Saturday night when he lit a corn cob pipe?

Kentucky and Indiana Terminal

Correspondent, J. L. SIGMON,
Industrial Agent

The accompanying photos are of Car Service Clerk and Mrs. Wm. Thompson, who were married on the morning of December 26.

Mr. Thompson, who is a Kentuckian and prominent baseball pitcher, was second lieutenant, Company K, Fourth Battalion, 22nd Engineers. After returning from France and being honorably discharged, he was employed by the Kentucky and Indiana Terminal R. R. Co. For the past three years he has been the main pitcher on the baseball team, which has won the city championship of Louisville.



Car Service Clerk William Thompson and his bride

Safety Roll of Honor

(Continued from page 56)

Ohio Division

On December 20, as No. 92 was leaving Blanchester, Virgil Smith, trackman, observed brake beam down on a car very near the engine and through his efforts engineer was signalled and train stopped. Mr. Smith then assisted in taking down the defective beam. A letter of thanks was sent this employe for the interest he displayed.

On December 31, while extra 2922, west, was passing station at West Junction, Operator F. M. Clark who had been relieved from duty and was walking west from the station going to his home, observed brake beam dragging on Baltimore and Ohio 185794. He immediately flagged train and, after stopping train crew, removed the defective brake beam, probably averting an accident.

Indiana Division

On December 28, Track Foreman I. Slayback, Aurora, noticed car with loose wheel in 94's train. He notified Conductor Moore and car was set out at Dearborn. Car Inspector stated that car was in such shape that it was not in safe condition to run.

All in a Week's Work

By H. T. Lodge, Signal Helper,
Chester, Pa.

Most all people have their calling
As to their daily work they go,
I'm just a happy signal-helper
On the Baltimore-Heigho.

On Monday I light the signal lights
And clean them nice and bright;
By doing so the engineer
Can see them through the night.

On Tuesday I light some switch lamps,
And oil some switches, too,
And yet they say we signal men
Have nothing much to do.

On Wednesday we fix up our Lizzie—
She's our old motor car—
For we must treat her kindly
If we would travel far.

On Thursday I walk three miles or so
'Way down the railroad track,
The maintainer shouting trouble,
I carrying tools on my back.

On Friday I light up the lights,
The same thing to repeat,
You bet I take good care of them
And try to keep them neat.

On Saturday I clean signal blades,
And paint the derails red.
Pretty soon it's quitting time,
And home I go to bed.

Of course I have a buddy,
A good old pal is Bill;
Of slinging oil and lighting lamps
We surely get our fill.

So here's sending you all our good wishes,
And when shining signals you see,

You'll know they've been polished and
lighted
By my happy old buddy and me.

Shoeless, he climbed up stairs, opened the door of the room, entered and closed it after him without being detected. Just as he was about to get into bed his wife, half-aroused from slumber, turned and sleepily said:

"Is that you, Fido?"

The husband telling the rest of the story, said:

"For once in my life I had real presence of mind. I licked her hand—*Tit-Bits*."



"Keep These Men"

"Brown, I've been putting the axe to the pay-roll. I have cut out a lot of dead wood—unskilled men we can replace tomorrow if necessary.

"But—keep these men whose names I have checked. They draw big pay but they know their work. They are the men who looked ahead and trained themselves to do some one thing better than any one else. We can't afford to lose one of them."

foremost Advertising and Sales Managers have won success through I. C. S. training.

Accounting? Commercial Law? All over America bookkeepers, accountants, office managers, private secretaries, are reaping the rewards of time invested in I. C. S. training in these subjects.

Don't let another priceless hour go to waste. Let us prove that we can help you to turn your spare time into money.

Without cost, without obligation, tear out and mail this coupon. It's a little thing that will take only a moment of your time. But it's the most important thing you can do today. Do it right now!

ARE you one of these skilled men who will be kept? Or is the Axe of Unemployment hanging over your head this very minute?

Thousands of men are idle right now for just one reason—they are *unskilled*! They work at any kind of job they can get, and when a slow-up comes, they are the first to be dropped.

You can climb out of the ranks of the unskilled if you really want to do so. You can get the position you want by spare time study in the evening hours you now waste. *Yes, you can!*

For thirty years The International Correspondence Schools have been helping men and women to win promotion to earn more money—to get ahead in business and in life. More than 2,000,000 have taken the Up-road To Success with I. C. S. help. More than 130,000 are training themselves for bigger jobs right now.

Would you like to be a first-class Mechanical, Electrical or Civil Engineer? A Chemist? An Architect? A Building Contractor? Hundreds of thousands of men have climbed into big jobs in the technical professions through I. C. S. help.

Do you want to advance in Business? In Advertising? In Salesmanship? Many of the country's

INTERNATIONAL CORRESPONDENCE SCHOOLS BOX 8506-B SCRANTON, PA.

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

- | | |
|---|--|
| <input type="checkbox"/> LOCOMOTIVE ENGINEER | <input type="checkbox"/> Pharmacy |
| <input type="checkbox"/> Locomotive Fireman | <input type="checkbox"/> TRAFFIC MANAGER |
| <input type="checkbox"/> Traveling Engineer | <input type="checkbox"/> BOOKKEEPER |
| <input type="checkbox"/> Traveling Fireman | <input type="checkbox"/> R. R. Agency Accounting |
| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> R. R. Gen'l Office Acct'g |
| <input type="checkbox"/> Air Brake Repairman | <input type="checkbox"/> Higher Accounting |
| <input type="checkbox"/> Round House Foreman | <input type="checkbox"/> BUSINESS MANAGEMENT |
| <input type="checkbox"/> Trainmen and Carmen | <input type="checkbox"/> Private Secretary |
| <input type="checkbox"/> Railway Conductor | <input type="checkbox"/> Business Correspondent |
| <input type="checkbox"/> MECHANICAL ENGINEER | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Mechanical Draftsman | <input type="checkbox"/> SALESMANSHIP |
| <input type="checkbox"/> Machine Shop Practice | <input type="checkbox"/> ADVERTISING |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Railway Mail Clerk |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> CIVIL SERVICE |
| <input type="checkbox"/> Gas Engine Operating | <input type="checkbox"/> ELECTRICAL ENGINEER |
| <input type="checkbox"/> CIVIL ENGINEER | <input type="checkbox"/> Electrician |
| <input type="checkbox"/> Surveying and Mapping | <input type="checkbox"/> Electric Wiring |
| <input type="checkbox"/> R. R. Constructing | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> Bridge Engineer | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> ARCHITECT | <input type="checkbox"/> Telephone Work |
| <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> MINE FOREMAN OR ENGR |
| <input type="checkbox"/> Ship Draftsman | <input type="checkbox"/> Stationary Engineer |
| <input type="checkbox"/> Contractor and Builder | <input type="checkbox"/> AUTOMOBILES |
| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Concrete Builder | <input type="checkbox"/> AGRICULTURE |
| <input type="checkbox"/> CHEMIST | <input type="checkbox"/> Poultry Raising |
| | <input type="checkbox"/> Banking |

Name _____
Present Occupation _____ Employed by _____
Street and No. _____
City _____ State _____

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada



H. T. Lodge, signal helper, Chester, Pa.,
and his dog

Please mention our magazine when writing advertisers

Pensioners' Roll of Honor

(Continued from page 47)

George A. Phillips

George A. Phillips, retired tool room attendant, Cleveland Division, was born in Cleveland on September 5, 1853. He began work with the Baltimore and Ohio on April 18, 1898, as laborer. Later he was made helper on wheel lathc. On April 1, 1913 he was made tool room attendant. This position he held until the time of his retirement.

Rudolph T. Ault

Rudolph T. Ault, pensioned tinner, was born in Washington County, Maryland, two miles from Harper's Ferry, W. Va., on June 11, 1856.

He entered the service of the Baltimore and Ohio on October 5, 1879, as a car inspector, Sandy Hook, Maryland, under the supervision of John R. Smith, master mechanic. He was transferred to Brunswick, Md., on May 10, 1891, when that place was opened for service. Mr. Ault worked as a carpenter for three months. He was then promoted to foreman of car repairs; after four years was employed as pipe fitter and air brake inspector and repairman. He held this position until three years ago when he was transferred to the round house, working as shop tinner.

Having a severe attack of rheumatism and feeling unable to do his work any longer, he applied for retirement. His wife and eight children are all living. There are 5 daughters and 3 sons, the latter working for the Baltimore and Ohio at Brunswick.

N. E. Alexander

N. E. Alexander, retired foreman, was born in Charlestown, Cecil County, Maryland, on March 18, 1845. His father died, leaving his mother with 6 small children, when the boy was 8 years old. Mr. Alexander was placed on a farm at Airy Hills, near Old Powhatan Cotton Mills, for 9 years. At the age of 17 he enlisted in the Fourth Maryland Infantry, U. S. A., serving as private, first sergeant and first lieutenant. At the close of the Civil War he returned to his old home, taking a position in a merchandise store. From that he went to the trade of carpentry, which he soon gave up and entered the firm of George Helfrich & Son, where he remained for one year. On August 1, 1868, he entered the service of the Baltimore and Ohio as lumber inspector, Mt. Clare Lumber Yard, under Samuel T. Henry, foreman, and J. C. Davis, master of machinery.

There were at this time very few shops. There were the blacksmith shop and Primrose Shops at the Arlington Avenue gate, the round hop, where box cars were built, a passenger car shop (frame) about twelve

feet high, a small saw mill and lumber shed. In those days the lumber foreman would take a gang of men with a train of gondola cars drawn by old camel engine No. 55 and go up to the West Virginia mountains, load up the lumber and haul it down to Mt. Clare, where it would be made into car stock.

After the death of Mr. Henry, who was injured by accident and died in the spring of 1870, Mr. Alexander was placed in charge of the receiving yard at Locust Point. There were no elevators at the Point and no houses east of where the Baltimore and Ohio tracks cross Fort Avenue. Coats' old rolling mills and a large house known as "the Vineyard," which has been torn down, were the only houses near the Fort. The Locust Point Yard contained at one time 12,000,000 feet of lumber and it required 75 to 100 men to handle the large amount of stock the Company was receiving at that time. At times there were 5 vessels at the wharf at one time, discharging on an average of 300,000 feet to each vessel. Mr. Alexander had charge of this large amount of lumber, which was loaded at the wharf and taken into the yards and piled.

When the World War broke out and the Locust Point Lumber Yard was discontinued, a new yard was started at Wicomico Street. Mr. Alexander was called to Mt. Clare and had at that time rounded out 50 years of service. He was presented with a fine testimonial from Vice President A. W. Thompson. When leaving Mt. Clare and giving up his position as foreman of the Mt. Clare Lumber Yards he was presented with a fine easy chair and many other gifts by his many friends in the Stores Department. Mr. Alexander was retired on a pension on November 10, 1921, having been with the Baltimore and Ohio for over 53 years.

Giving up his position with the Company and leaving behind so many of his old friends in the Stores Department was one of the most trying experiences in his life, but because of failing eyesight he thought it best to discontinue active service.

To Our Engineers!

No jar or jolt—you can count on two more tickets

WASHINGTON, D. C., December 7, 1921.
MR. W. V. SHIPLEY,
District Passenger Agent,
Baltimore and Ohio Railroad,
Washington, D. C.

Dear Sir—You will recall having taken care of tickets for myself and family to Chicago recently and I have intended several times since my return to write you and tell you what a nice trip we had over your line.

We tried the evening meal leaving Washington and it was even more than you represent it to be.

Of course, going, we missed the mountain scenery, but we enjoyed this on our return as we came back on the train which arrives at Washington in the afternoon.

My wife stated that she never had such a comfortable night's rest on a train before and I agreed with her. I did not feel a jar or a jolt during the entire trip; your engineers certainly know how to handle their trains.

We expect to go West again next summer and you can count on two more round trip tickets for the Baltimore and Ohio.

Yours very truly,
A Patron.



Let's get together and cut "Old Man Railroad" loose

Results of the "Perfect Package Campaign" Held During November, 1921

Small Communities Make Better Record than Large Ones in Percentage of Exceptions Filed

Shippers of the country made a score of 99.10 per cent. in the "Perfect Package Campaign," according to a recapitulation of the results of the movement just announced by the Joint Campaign Committee of the American Railway Association and the American Railway Express Company, which conducted the campaign throughout the country in November.

Reports of the business handled and the number of exceptions taken on packages, because of some error or defect in packing, marking or registration, were tabulated in Chicago by a corps of accountants, and took a week to complete.

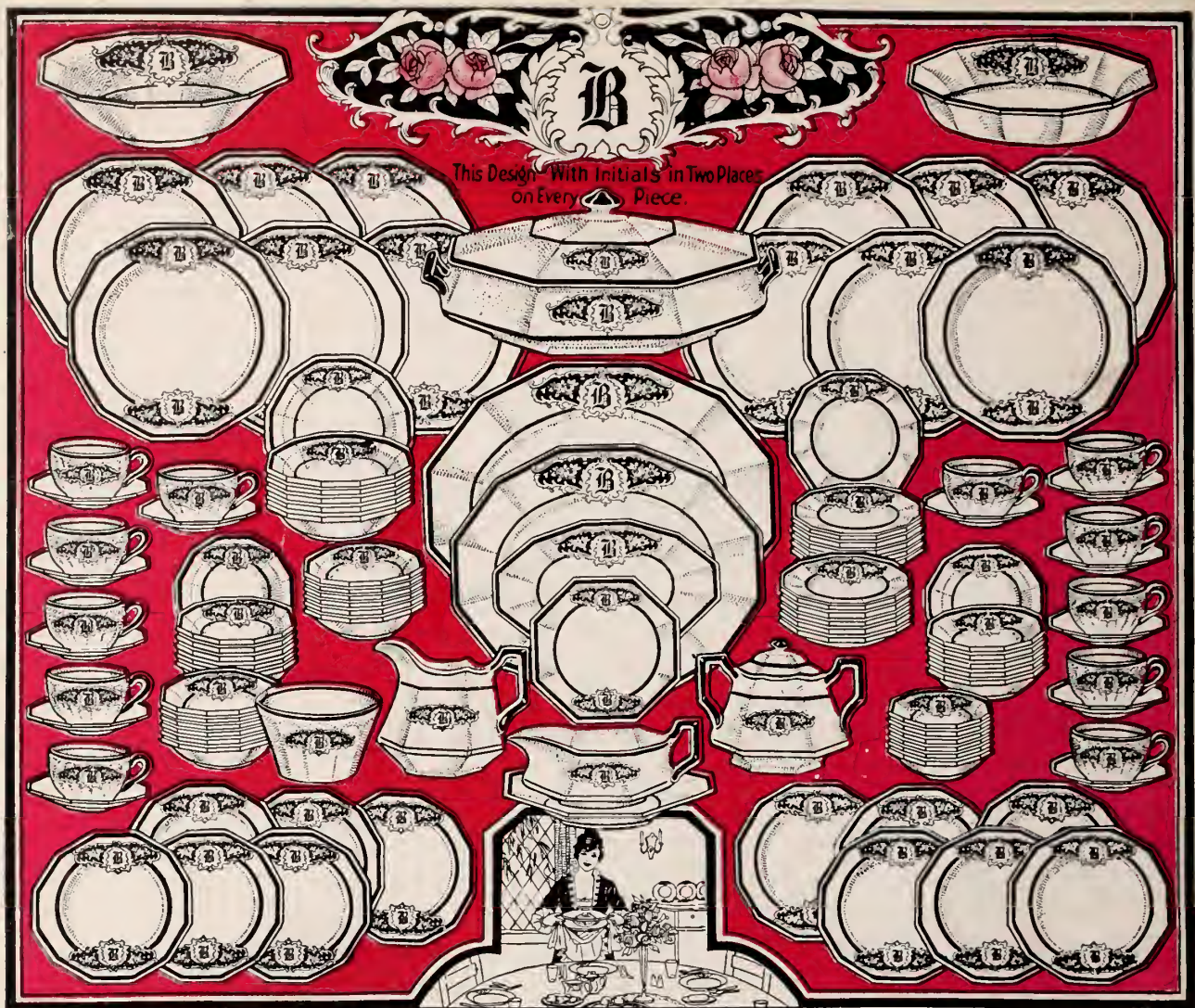
During the Perfect Package Month, as November was designated, the railroads were credited with handling 9,339,745 freight shipments, to which 101,760 exceptions were filed by the carriers. During the same period the express company handled 10,899,352 shipments, to which 81,070 exceptions were taken. In other words, all of the carriers handled 20,239,097 shipments, freight and express, on which 182,830 exceptions were entered by carriers, giving a national percentage of 99.10 per cent.

These figures were tabulated from reports received up to December 22, 1921, from 1294 cities in the United States, divided into five classes, according to population. The 56 leading cities, each with a population of 100,000 or more, shipped out more than half the business handled by the carriers, representing 5,724,764 shipments by freight and 7,871,455 by express, for a percentage of 95.15 per cent.

The 156 cities, having a population from 25,000 to 100,000 each, forwarded 3,455,254 shipments by freight and express, with total exceptions filed of 37,891, for a score of 98.91 per cent. Two hundred and fifty-four cities, with a population between 10,000 and 25,000 each, shipped 1,946,683 shipments, with 21,883 exceptions, for a score of 98.88 per cent. Two hundred and twenty-seven cities, with a population from 5,000 to 10,000 each, made 688,678 shipments, with 4,898 exceptions, for a score of 99.29 per cent. Six hundred and one cities, with a population of 5,000 and under, each, obtained a score of 99.40 per cent., with 552,263 freight and express shipments on which 3,338 exceptions were filed.

The exception reports covered errors made by shippers in the packing and marking of shipments, and in making out bills of lading or express receipts. A number of the smaller communities failed to forward their reports in time and were not included in the recapitulation.

The Joint Perfect Package Campaign Committee has issued a statement, expressing the thanks of the carriers and their representatives, to all traffic clubs, chambers of commerce and other shippers' organizations, which gave active support to the movement and contributed to its success.



This Superb 110-piece Set, with initial in 2 places in wreath with 5-color decorations on every piece and gold covered handles, consists of:
 12 Dinner Plates, 9 inches
 12 Breakfast Plates, 7 inches

12 Soup Plates, 7½ inches
 12 Cups
 12 Saucers
 12 Cereal Dishes, 6 inches
 12 Fruit Dishes—5¼ inches

12 Individual Bread and Butter Plates, 6¼ inches
 1 Platter, 13½ inches
 1 Platter, 11¼ inches
 1 Celery Dish, 8¼ inches

1 Sauce Boat Tray, 7¼ inches
 1 Butter Plate, 6 inches
 1 Vegetable Dish, 10½ inches with lid (2 pieces)
 1 Deep Bowl, 8¼ inches

1 Oval Baker, 9 inches
 1 Small Deep Bowl, 6 inches
 1 Gravy Boat, 7¼ inches
 1 Creamer
 1 Sugar Bowl with cover (2 pieces)

1 Brings this 110-Piece Gold Decorated Martha Washington Dinner Set

Send only \$1 and we ship the full set—110 pieces in all. Use it 30 days. Then if you are not so delighted that you would not part with these superb, gold decorated dishes, return them and we will refund your \$1 and pay transportation charges both ways. If you keep them, take nearly a year to pay on easy terms.

Your Initial in 2 Places on Every Piece—5-Color Floral Decorations and Gold

Wonderful artistic effect is given not only by the new and attractive shape of every dish, but by the wreath and the rich design surrounding the initial. Your initial with these superb decorations of scrolls, leaves and roses in natural colors, put on by special fired process, appears in 2 places on every piece. As handsome as enameling you see on fine jewelry.

All Handles Covered with Gold

Every handle is covered with polished gold. The ware itself is beautiful, lustrous, snowy white. No other pattern to equal the famous "Martha Washington." Elegant, refined, artistic, and yours now at a bargain price. Shipped on 30 days' free trial direct from our Chicago warehouse. Shipping weight about 90 lbs. You must not miss this opportunity. Mail the coupon today.

Important!

Hartman guarantees that every piece in this set is absolutely first quality—no seconds. This is a standard "open" pattern. Replacement pieces may be had of us for 8 years. Each piece wrapped in tissue paper. Excellent packing to prevent breakage. Shipped at once. No delay.

Order No. 324DMA13. Bargain price, \$32.85. Pay \$1 now. Balance \$3 monthly.

HARTMAN Furniture & Carpet Co.
 Dept. 4417
 CHICAGO, ILLINOIS

Copyright, 1922,
 by Hartman's, Chicago

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FREE BARGAIN CATALOG

This great free 368-page catalog gives you the most amazing bargains in furniture, rugs, linoleum, stoves, watches, silverware, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines and cream separators, etc.—all on our easy terms—30 days' FREE trial on everything. Post card or letter brings it free.

"Let Hartman Feather Your Nest"

HARTMAN Furniture & Carpet Co.
 Dept. 4417
 Chicago, Illinois

1 enclose \$1.00. Send 110-piece Golden Martha Washington Dinner Set No. 324DMA13. I am to have 30 days' free trial. If not satisfied, will ship it back and you will refund my \$1.00 and pay transportation charges both ways. If I keep it, I will pay \$3.00 per month until full price, \$32.85, is paid. Title remains with you until final payment is made.

Name.....

Street Address.....

R. F. D. Box No.

Town..... State.....

State your Occupation..... Color.....

Give Initial Wanted (Any One Letter).....

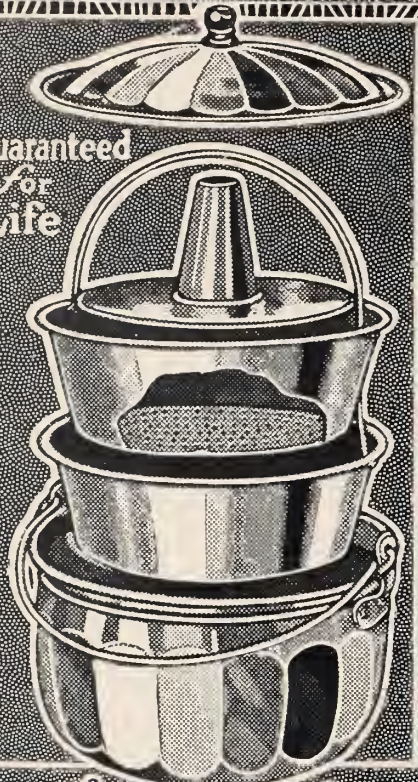
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Baltimore & Ohio Magazine for March 1922



No Money Down

Guaranteed
for
Life



Pudding Pan. Used like this for puddings, cakes, bread. Also milk dish. 2½ quarts.



Used as Colander. Handy to rinse berries. Also used as Strainer.



When used as Casserole ideal for baking apples, beans, escaloped potatoes, macaroni, etc.



Convex Kettle. This combination used for cooking and stewing vegetables. Bulged sides, easy to pour liquids off. Used as Windsor kettle.



Used as a Double Boiler cooks cereals, no scorching. Steam vegetables in top. Kettle Cover made of thick aluminum.



When used as Preserving Kettle distributes heat evenly. Not necessary to stir the contents.



Corn Popper. This combination is what you want for special things—corn popping, crisping corn flakes, roasting coffee, etc.



Combination Cooker. Used this way for general purposes not so well filled by any other utensil. Ears of kettle hold ball upright or lowered position.



Used this way is a Steamer Set. For steaming potatoes or corn on cob. Perforated bottom makes uniform cooking.



Used this way for Tubed Cake Pan. Removable tubes. Cakes taken out easily without breaking.



Self-Basting Roaster. When used this way makes juicy, well browned roasts. A perfect self-baster. Steam condenses on cover and drips back.

A complete cooking set in this wonderful combination. Send only the coupon and we ship the set, all charges prepaid. Try it 30 days on free trial, and then if not just what you want, pay nothing and send it back and we'll pay the return postage charges. If you keep it, pay bargain price at the end of 30 days' free trial and it is yours. Mail coupon today.

Wonderful Combination ALUMINUM Cooker Set

5 Pieces, Make 11 Utensil Combinations

Pudding Pan Preserving Kettle Combination Cooker Self-Basting Roaster Tubed Cake Pan Double Boiler Strainer or Colander Casserole Convex Kettle Steamer Set Corn Popper

Made of best heavy-gauge aluminum—bright, silvery, beautiful, easy to keep clean, light to handle—guaranteed for life.

This complete set gives you eleven utensil combinations. Outside kettle holds 6 quarts, inside pans 2½ quarts, other utensils in proportion. All highly polished on outside. Sun-ray finish inside. When not in use all pieces nest together. Takes up little space. Sets on shelf. Bails (or handles) detachable. You must see it and use it to realize what it really is. So send at once.

Order by No. 417DMA6. At end of 30 days' free trial, pay only \$2.75 if you keep it. Shipped from Chicago prepaid.

Total Price Only \$2.75
Pay at End of 30 Days' **FREE TRIAL!**

Yes, yours to use a whole month before you even decide. Not a penny to risk. Sign and mail the coupon and the complete set goes on to you.

FREE BARGAIN CATALOG

5,000 more money-saving Bargains like the ones shown on this page in furniture, rugs, linoleum, stoves, ranges, silverware, watches, sewing machines, washing machines, dishes, aluminum ware, phonographs, gas engines, cream separators, etc. Anything sent on 30 days' free trial. Easy monthly payments on everything. Post card or letter brings it free. "Let Hartman Feather YOUR Nest"



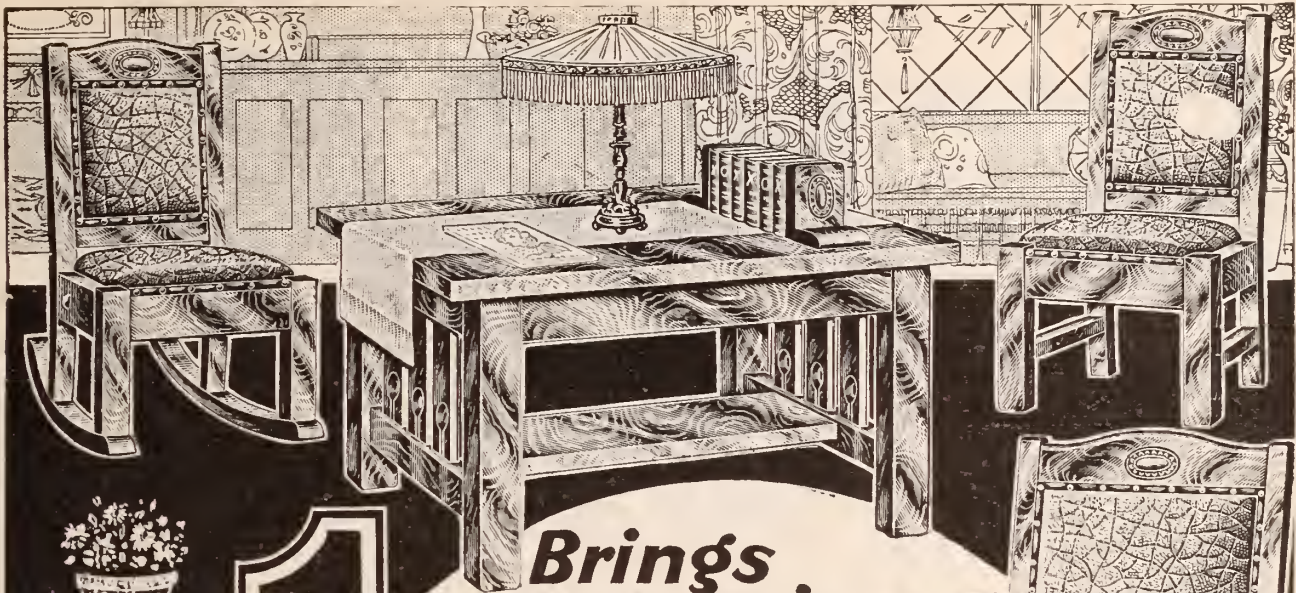
THE HARTMAN COMPANY, Chicago, Ill.
3911-3925 Wentworth Ave. Dept. 4557

Send this 6-piece complete Aluminum Cooking Set No. 417DMA6, all charges prepaid. I am to have 30 days' free trial. If not satisfied, I will pay nothing and ship it back. If I keep it, I will pay your bargain price, \$2.75, at the end of the 30 days' trial. Title remains with you until payment is made.

Name.....
Street Address.....
R. F. D.....Box No.....
Town.....State.....
State Your Occupation.....Color.....

THE HARTMAN COMPANY, Chicago, Illinois
3911-3925 Wentworth Ave. Copyright, 1922, by Hartman's, Chicago Dept 4557

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Brings HARTMAN'S Richly Upholstered 7-Piece Suite

Quarter-Sawed and Solid Oak
Send only \$1 for this complete suite
of library, parlor or living room furni-
ture—seven splendid, massive pieces.

Use it 30 days, on free trial, then if you don't say that it
is even more than you expected, ship it back and we return
your \$1 and pay transportation charges both ways.

A Full Year to Pay

Only by seeing this splendid quarter-sawed and solid oak suite can you realize
how it will add to the appearance of your home. Only by examining it can
you appreciate what a record-breaking bargain it is at our smashed price.
Furniture like this—elegant, comfortable, massive—can be bought no-
where else at anywhere near the price, nor on such liberal terms.

Handsome Fumed Finish! TABLE, solid oak with top 24x36 inches.
ARM ROCKER, solid oak with quarter-
sawed oak top rail; seat 18x19 inches. SIDE ROCKER, solid oak with quarter-
sawed oak top rail; seat 16x14 inches. ARM CHAIR, 37 inches high, and SIDE CHAIR, 36 inches
high, with seat 16x14 inches. Table and chairs stand on noiseless glides. Backs and seats up-
holstered in durable, imitation Spanish brown leather. Comfortable spring seats. TABOURETTE,
16½ inches high with 10-inch top, is solid oak. BOOK BLOCKS, heavy enough to support a
liberal number of volumes. Shipped (fully boxed, "knocked down" to lessen
freight charges) from factory in Central Indiana, Western New York State
or Chicago warehouse. Send the coupon to day.

Order by No. 112DMA7. Reduced Bargain Price, \$37.95.
Send \$1.00 now. Pay balance \$3.00 per month.

FREE BARGAIN CATALOG

368 pages of the world's greatest
price-smashing bargains. Everything
you need for the home—the pick of the markets in
Furniture, rugs, linoleum, stoves, watches, silver-
ware, dishes, washing machines, sewing ma-
chines, aluminum ware, phonographs, gas
engines, cream separators, etc.

—all sold on our easy monthly pay-
ment plan and on 30 days' Free Trial.
Postal card or letter brings this 368-page
Bargain Book by return mail, FREE.

"Let Hartman Feather YOUR Nest"

HARTMAN
FURNITURE & CARPET CO.

Dept. 4536, Chicago

Copyright, 1922, by Hartman's,
Chicago.

Upholstered
Backs and Seats
Comfortable
Spring Seats

IMPORTANT!

Do not confuse this
fine Hartman suite
with furniture
which may look like
it in pictures, but
is inferior in con-
struction and finish.
Every Hartman piece
is made to give lasting
service as well as to
have an elegant ap-
pearance. Note also
handsome uphol-
stering, spring seats,
ornamented backs,
rounded arms and
quarter-sawed oak
in this special suite.



Hartman Furniture & Carpet Co.
Dept. 4536, Chicago, Ill.

Enclosure and \$1. Send the 7-Piece Living Room
Suite No. 112DMA7 as described. I am to have 30
days' free trial. If not satisfied, will ship it back
and you will refund my \$1 and pay freight both
ways. If I keep it I will pay \$3 per month until
the full price, \$37.95, is paid. Title remains with
you until final payment is made.

Name
Street Address.....
R. F. D..... Box No.
Town..... State.....
State Your Occupation..... Color.....



40,000 Opportunities in Hotels

YOU can have one of these well-paid, pleasant executive positions—40,000 of them in the big hotels of the United States—now America's Fourth Largest Industry. Statistics show that ONE IN EVERY TEN HOTELS WILL HAVE AN OPENING FOR A MANAGER THIS YEAR. Thousands of other positions are also open to those who qualify through training.

The Lewis School guarantees to give you the valuable knowledge that it has taken some of the most successful hotel men years to obtain—men who are now making \$5,000 to \$50,000 a year. All of your training will be under the personal direction of Clifford Lewis—a hotel expert of national reputation. A few spare-time hours a week given to the simple, clear lessons of the course will give you the training for a good position, a fine living, and a handsome salary. The training will in no way interfere with your present work or recreation.

Send today for Free Book, "YOUR BIG OPPORTUNITY." Don't wait a minute—you may lose the opportunity of a lifetime. Mail the coupon NOW. Your whole future may depend on it.

LEWIS HOTEL TRAINING SCHOOL
CLIFFORD LEWIS, Pres. Founded 1916
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FREE COUPON

LEWIS HOTEL TRAINING SCHOOL
Room 3915 Washington, D. C.
Send me without obligation the Free Book, "YOUR BIG OPPORTUNITY."

Name _____
Street _____
City _____ State _____

Weigh Yourself

AUTOMATIC weighing machines invite you to deposit one cent, and this question is printed on them: "Have you weighed yourself today?"

A fortune would be made and deserved by any man who could invent a machine for weighing the mind, the mental activity and capacity of the human being. Then, indeed, the question would be worth while: "Have you weighed your mind today?"

Ask and answer these questions and you will get an idea if your mental weight has increased or diminished:

What do I know that I did not know one year ago?

What really good book have I read in the three hundred and sixty odd days gone by this year?

What questions have I studied seriously and to the bottom?

Do I think more readily, accurately and closely than I did?

Am I more interested than I used to be in serious questions and less interested in frivolity—or just the reverse?

Can I feel my mind grow, not merely in actual weight, but in alertness, elasticity, concentration?

Have You Heard the New Song "Shenandoah?"

A song of our own Shenandoah Valley, written by Baltimore and Ohio employees for Baltimore and Ohio folks. Music by Leo Friedman, author of "Meet Me Tonight in Dreamland," "Let Me Call You Sweetheart," and others. Send in your order now for sheet music, rolls and records. Sheet music (with words) 25 cents per copy, postpaid.

Address:

Billy Shelton, 3024 E. 77th St., Cleveland, Ohio.



ONLY \$3.49

For these
Splendid
WORK SHOES—
DIRECT TO YOU.

Tremendous value in these fine work shoes which cost United States Government \$6.15. Will outwear two pairs of more expensive shoes. Munson last, dark mahogany leather. Bellows tongue. Heavy soles. Comfort and strength for outdoor service. Send \$3.49, and we pay postage. Order No. 950.

RELIABLE MAIL ORDER CO.
Boston 10, Mass. Department A

Weigh yourself mentally now and once a month throughout the year—you can gain in mental weight if you will.—*The Edison Round Table Weekly.*

\$215 In One Day

AGENTS! Write for exclusive territory and Special Offer at once.

SEASONS—many in spare time. **OLIVER OIL-GAS BURNER & MACHINE COMPANY**, 2099-0 Pine St., St. Louis, Mo.

Bentley of Philadelphia made that. Hundreds making fortunes, too, with **Oliver Oil-Gas Burner**. Instant heat at turn of valve. Makes big hit with every woman. No coal or wood. Burns 85% air, 5% kerosene. 1 minute to demonstrate. Sells itself. No wonder agents clean up in all

Knew The Place

A business firm recently adopted Edison's plan for testing the intelligence of men applying for positions. A man applying for a position as superintendent would be expected to answer all the questions on the list submitted. One wishing to become a clerk faced only half the list; as the job applied for dwindled in importance, the amount of knowledge necessary to secure it grew smaller.

A colored man who had applied for a job as porter received a card bearing the single question, "Who invented the cotton gin?" "Well," said the clerk, to whom he returned the card, "what's the answer?" "Say, boss," answered the darkey, "Ah dunno who 'twus just made dat stuff, but Ah knows whar you kin git some."

—*Harper's Magazine.*



PATENTS

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PROMPTNESS ASSURED. BEST RESULTS.
Send drawing or model for examination and
report as to patentability.

WATSON E. COLEMAN
PATENT LAWYER

624 F Street, N. W. Washington, D. C.

Music as Medicine

EUROPEAN scientists are investigating the curative possibilities of music, according to Fritz Kreisler, the violinist, in an article in a recent issue of Mentor Magazine.

"My father was a physician," Mr. Kreisler writes, "and I studied medicine for about two years—so I know a little about medical science. I do not think it is unscientific to say that, in certain instances, music can effectively be used as a healing agency."

"Recently a case was brought to my notice. A young lady was sick with a high fever in her home in one of the Western States. The doctor's home was far away, and he could not be summoned readily. A friend asked the mother to give her daughter a 'music cure.' A certain record was played on the phonograph a few times. The young lady's temperature came down."

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"A young woman suffering from sleeping sickness was awakened by a violinist when other means failed."

Music as medicine was known to the ancient Egyptians, Hindus, and Christians, Kreisler says, and calls attention to its use in soothing the insane.

Following are some interesting things about music from Kreisler's article:

His musically trained ear enabled him to tell with astonishing accuracy the range of the gun from the sound of a passing shell during the war.

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Mr. McNees: But I can think of myself at any time.

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Music has a curious effect upon animals. Horses are fond of the flute, while drums and trumpets cause them to rear and plunge.

The dread cobra of India loses its menace at the sound of the snake charmer's peculiar pipe. Animals at the New York Zoological Park did not like jazz music; the monkeys in particular went wild with anguish at the bla-a-h of the saxophone.

The power of music has been the theme of legend and story since the beginning of time, Kreisler says. The Greeks told how Orpheus charmed the animals with his playing and drew the soul of his beloved Eurydice from Hades, and of the Sirens that lured sailors to their doom with song. The lorelei maiden on a rock above the Rhine is a German version of the Siren story.

Kreisler does not believe that there is such a thing as "bad" music. "When music can be called bad," he writes, "it ceases to be music."

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Volume 9

Baltimore, March, 1922

Number 11

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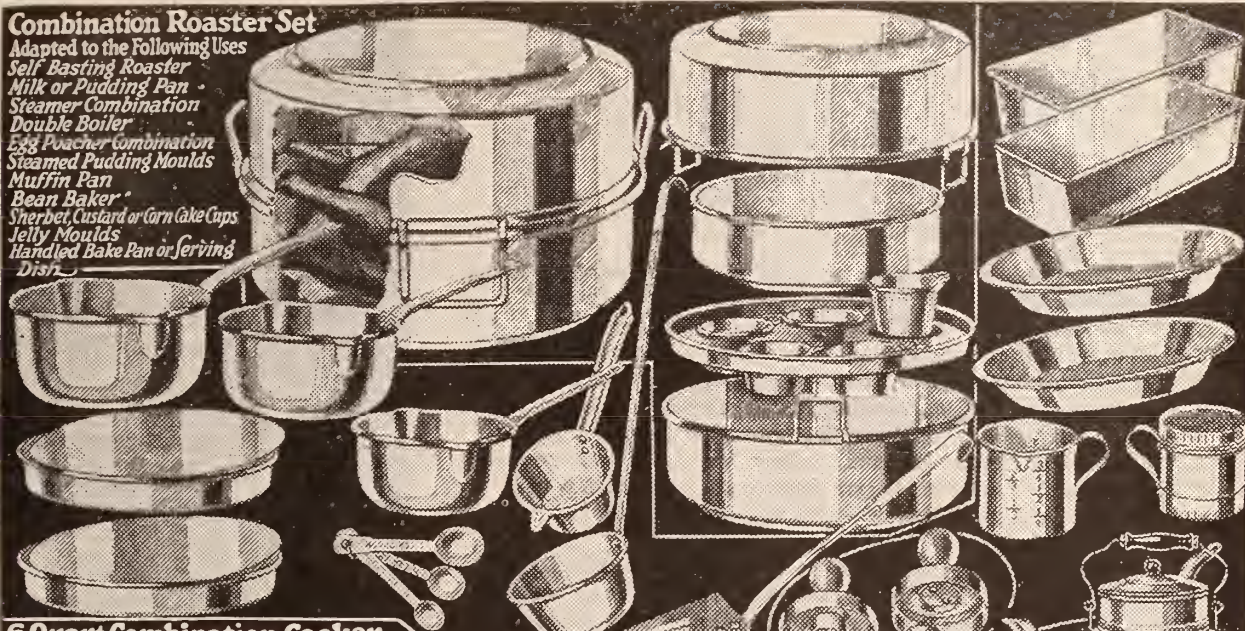
Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employees. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

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

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| 1 Six qt. tea kettle with double boiler inset (two qts.) and cover; 3 pieces | 1 1½ qt. Lipped sauce pan |
| 1 Six qt. combination cooker, 11 uses. Pudding pan strainer or colander, 1 | 1 Two qt. Lipped sauce pan |
| flame, preserving kettle, self basting roaster, combination cooker, corn popper or corn flake toaster, cereal cooker or double boiler, steamer set (4 pieces) | 2 Jelly or layer cake pans with loose bottoms (4 pieces) diam. 10 inches |
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Promoted

By James Edward Hungerford

Illustrated by Robert L. Heiser

Since old Hawley's been promoted, somehow things don't seem the same;
Office 'pears so kin' o' empty, somethin' gone that's hârd to name;
There's his desk jest like he left it, everything so spick an' span;
Everything so right an' proper—he was jest that kind o' man.
There's his old cob pipe up yonder in that left hand pigeonhole;
There's his match box where he laid it, an' his clay tobacco bowl;
There's his sleevelets, an' the vizer, that he used to always wear,
An' the office coat he'd fetched with him from 'way out West somewhere.
Yep, he's gone, but still there lingers 'bout that battered desk o' his,
Somethin' so jest like old Hawley—can't explain jest what it is.

Since old Hawley's been promoted, boys don't have so much to say;
Kind o' seems as though words left us, when old Hawley went away;
He was one of them there fellers who don't say much from the start,
But jest kind o' worms his way into most everybody's heart;
Now an' then he'd tell a story in a voice so droll an' dry,
That we'd hold our sides an' holler, 'til the tears 'ud blind our eye;
'Twant so much though, at the stories, or the things they was about,
As the droll amusin' way that cuss 'd sorter let 'em out;
Had that fetchin' way about him—kind o' hard to make it plain;
But we'd all be mighty tickled to have Hawley back again.

Since old Hawley's gone an' left us, there's a sight more work to do;
For he'd somehow hold his own job, an' he'd help us hold our'n, too;
Never cared how tough the claims were, or how lofty towered the pile;
Never stopped to kick an' grumble—jest went at 'em, with a smile.
Used to say, "Don't fret none, fellers, everything'll come out right,"
An' those cheerin' words o' hisn, used to spur us on a sight;
Golly, how we fellers mourn him—how we miss his homely face;
Road'll surely have to go some, when they fill that old scout's place;
Don't know jest what job he landed—can't say what he gained in pay—
Guess old Hawley 'll have to tell us, when we meet on Judgment Day.



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A Constructive Program Needed for the Railroads

Tremendous Losses Suffered Because of Lack of Foresight and Antagonism to Railroads

By Herbert Hoover, Secretary of Commerce

The wide experience, analytical mind, impartiality and position of the Honorable Secretary of Commerce lend great weight to the following statement on the railroad situation which he made on February 3 before the Interstate Commerce Commission. It is of particular interest because it presents the views of the cabinet officer who, more than anyone else in the country, exercises a guiding hand over America's Business, including not alone transportation, but agriculture, industry and commerce.—Ed.

IN responding to the invitation to discuss some of the problems present in your general railroad investigation, I shall devote myself to three of the railway topics which especially arise from the present economic situation.

I do not need to review at length that we are recovering from the destruction and inflation of the greatest war in history; that we are suffering from the waste, the extravagance and over-expansion of the post-war boom, and that the war has brought about great shifts in the movement and price levels of commodities between nations.

I would, however, suggest that it might be profitable for our people to get a somewhat clearer perspective of our own, and the world's, troubles and problems. Even a superficial survey must bring us out of an atmosphere of gloomy introspection into an assuring realization that, great as our dislocations may seem to be, we relatively are in an enviable position. Our nation is unshaken and as a people we are getting our bearings in a world of perplexing economic adjustments. While there is unemployment and lack of profit taking, we are free of panic. We are comparatively more restless than injured. For instance, as heavy as our tax burden is it is still less than one-half as great in proportion to our national productivity as the other states in the war.

The violence of our readjustment, however, is without parallel, and we sometimes tend to color our measures for the future by the depression we are in. The fact is that we must pred-

icate all plans for the future on the ultimate return of the American people to a normal economic activity, with our annual progress in the expansion of our production, of our plant and equipment, of our skill and our efficiency. There can be no question that this return will take place, and no responsible body will approach our problems on any other basis. Not one of us would submit to the charge that we were not prepared to bet against any odds upon the future of the United States. Our problem is to expedite this recovery—to speed up employment of our workers, and thereby find market for our farmers.

If we look at the national economic situation as a whole, the greatest impulse that can be given to recovery from any source whatever is a reduction of rates on primary commodities combined with the immediate resumption of railway construction and equipment. The first depends upon reduction of operating costs, the second upon restoration of credit for our railways.

One thing is absolute. Our transportation facilities are below the needs of our country, and unless we have a quick resumption of construction, the whole community—agricultural, commercial, and industrial—will be gasping from a strangulation caused by insufficient transportation the moment that our business activities resume. For the past five years we have had no consequential expansion to our railway transportation machine. With but one interval of nine months in 1918 and 1919 we had a car shortage throughout the whole of the years 1916-17-18-19 and

'20. This shortage rose to as high as 160,000 cars with a corresponding shortage of motive power. We paid tremendous sums in commercial losses and unemployment in consequence. We laid it onto the war. We should lay it onto our lack of foresight and antagonism to railroads.

Railways Need 4,000 Locomotives and 200,000 Cars

Few people seem to realize the amount of expansion in our transportation machine necessary to keep pace with the growth of the country. And an equal few seem to have any notion of the price we pay for not having it. Our country is more dependent upon railway transport than any other. All others have comparatively greater coast lines and internal waterways. The experience of the 20 years before the war has shown that we must build an extension of lines, including terminal facilities, additional sidings etc., every year equal to the construction of a new railway from New York to San Francisco. We must add at least 120,000 cars and 2,500 locomotives annually to our equipment. Since we entered the war in 1917 we have constructed at least 10,000 miles of railways less than our increasing population and economic development called for and we are behind in rolling stock by about 4,000 locomotives and 200,000 cars.

I wish to emphasize that unless we can have an immediate resumption of construction and equipment, our commercial community will pay treble the cost of the whole of them in their losses of a single season. The very moment that we reach anything

like normal business we shall see a repetition of car shortages, followed by an increase in the cost of coal to the consumer from one to three dollars a ton; we shall again see premiums of 20 cents a bushel for the use of cars for moving grain; we shall in fact see a shortage of commodities to the consumer; and we shall see gluts upon the hands of the producers. We shall see factories filled with orders again closed for lack of cars; we shall see large intermittency in employment; and we shall see the usual profiteering in commodities due to a stricture between the producer and consumer.

There would be no difficulty whatever, by basing such losses on the experiences we have already had, to calculate a loss to the American people of a billion dollars for each one of these periodic transportation shortages.

Furthermore, there is nothing that is so irrecoverable a loss to the nation as idle shops and idle men. To-day we have both. There is nothing that will so quickly start the springs of business and employment as an immediate resumption of construction and equipment of the railways. When business does resume, we shall need all of our capacity for the production of consumable goods. We shall not only find it strangled for lack of transportation, but we shall find ourselves plunging into the manufacture of this very railway equipment and construction in competition with consumable goods for materials and labor. Herein lies the basic cause of destructive price inflation and booms, with all their waste and over-expansion. In times of depression, we should prepare for the future and by doing so we can cure the depression itself.

If we examine the fundamental reasons for failure to resume equipment, we will find them in the loss of confidence in railways as an investment and the competition of tax free securities. We have passed the period of credit strain in this depression. Surplus capital is pouring by hundreds of millions monthly into tax free securities and foreign loans, and yet our railways are unable to finance the most moderate of construction programs. The confidence of the public in railway investments was at so low an ebb before the war that finance by the issue of common and preferred stocks had become impossible and railway expansion was living on bond issues. The confidence of an assurance and continuity in earning power to cover this burden of bonds has been even lowered since the war began, because of the uncertainties

of both rising and falling prices, of rising and falling wages, of rising and falling rates preventing all regularity of earnings upon which an investor could be convinced, even if no other difficult factors entered into the problem. I see no occasion to go into the labyrinth of past railway finance, its propriety, or lack of propriety, its foolishness or its skill. This commission approaches the financial problems of the railways upon the actual value, not upon their issues of securities and I take it we are living for the future, not the past. We want transportation, and we want it with the values of private initiative and clean public service.

If we look to the immediate future with its complete necessity of paring the railway earnings down to little more than bond interest, until we give relief to the shipper (and thus the primary foundation to business recovery) I can see little likelihood of convincing the investor as to his margins of safety. There is an atmosphere that our railways will never again earn profits, and that they are

One thing is absolute. Our transportation facilities are below the needs of our country, and unless we have a quick resumption of construction, the whole community—agricultural, commercial and industrial,—will be gasping from a strangulation caused by insufficient transportation the moment that our business activities resume.

not as an industry worthy of investment, and that because private investors will not come to their assistance nobody can do anything.

Driving Headlong for a Setback

Far from it being impossible for our railways again to return to a profitable footing, I believe it is possible to demonstrate that on an average they will become very profitable. If we assume that the reduction of prices and wage levels will settle at a plane no lower than 50 per cent. over pre-war, and if we assume that the present rates are to maintain, and if we assume restored traffic, then the earnings of our railways would exceed 15 per cent. on the whole of the commission's tentative valuation. Surely there is room here for safety to investment, as well as relief to the shipper.

But the circumstances being as they are, confidence being at a low ebb, we do not have the equipment necessary for our business. We are driving headlong for a setback to our whole commerce the very moment

that we begin to get on our feet.

In these circumstances it seems to me vital that the railways as our greatest industry should propose a courageous program of broad visioned betterments and if necessary the government should consider giving the use of its superior credit. It would not cost the taxpayer a cent to give the government guarantee to equipment trusts upon the primary responsibility of the railways, the proceeds devoted entirely to improvement and equipment. This is no proposal to take money from the taxpayer. It is a proposal to save him from paying treble the amount of his guarantee in profiteering and losses. It will render a reduction of rates earlier, for unless something is done the improvement will have to be paid over years out of increased rates. Nor would we lose a cent upon the guarantee, for if American railways can not earn interest upon their borrowings let us throw up our hands and prepare for a second Russia.

A real program of construction would in its various ramifications give relief to five or six hundred thousand of our unemployed. It would enable even added numbers to increase their standard of living, and thus give increased market to the produce of our farmers. Our farmers who look to foreign markets for their surplus should stop to consider that our home consumption of meat decreased nearly seven pounds per capita in 1921, mostly owing to unemployment and that if this decrease could be overcome it would be worth more than a 35 per cent. increase in exports.

We talk glibly of giving billions of credits to foreign countries, to increase our farm exports. I wish to say with all responsibility for the statement that a billion dollars spent upon American railways will give more employment to our people, more advance to our industry, more assistance to our farmers, than twice that sum expended outside the frontiers of the United States—and there will be greater security for the investor.

Time to Call Off the Witches

Finally, I want to refer to the veritable witches cauldron being fed constantly with hates distilled from the misdeeds of railway promoters in the past, from the conflicts between the railways and the farmers, between the railways and their workmen. From all the confusion that arises from it we destroy our railways and destroy ourselves. With this commission on one hand assuring

honesty in finance, justice to the shipper and the railway investor, with the Railway Labor Board assuring justice to workers and, above all, with a great spirit of public service in our generation of railway managers, it is time to call off the witches and take some vision of our national situation if we are to pull ourselves out of this depression.

Railway Rates

Before entering upon the question of readjustment of rates, I wish to set out some factors in the present economic situation that bear upon the entire question.

The following table shows a few commodities and service groups, compared to 1913 as 100:

Farm crops, at the farm.....	98
All animals, at the farm.....	92
Retail foodstuffs.....	150
Cotton, at the farm.....	136
Wool, at the farm.....	101
Retail clothing.....	213
Steel billets, Pittsburgh.....	113
Copper.....	86
Zinc.....	90
Pig iron, Pittsburgh.....	123
Bituminous coal, at the mine (estimated 4 districts).....	160
Bituminous coal (retail various localities).....	198-220
Yellow pine lumber (at the mill)....	189
Douglas fir lumber (at the mill)....	125
Lumber (retail) partly estimated....	200
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Textile industries.....	210
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This table at once demonstrates:

(1) The inequality in prices and wages between different groups of commodities.

(2) The great increase in spread between "producer's" and "consumer's" goods.

(3) The lag in wage scales.

As the population engaged in the "deflated" producer's goods—agriculture, and metals, wood, etc.,—comprises one-half the total in number of the nation, their power to buy the same ratio of consumer's goods has been reduced to less than 70 per cent. of pre-war, and is the consequent cause of a large part of the industrial and commercial unemployment and stagnation in our cities and our transportation.

Spread in Prices

I wish to especially call your attention to the indicated enormous increase in spread between primary producer's and ultimate consumer's goods. In considering it, we must bear in mind that when we use 100 for both consumer's and producer's goods of 1913, we have already included the spread between producer

and consumer at that period. I therefore believe that the index numbers indicate an increase of 100 per cent. in the actual spread. It is right here where the most of our economic difficulties lie today. Our increased cost of manufacture and distribution bears two relations to the rate question—first, that the increase of rates of from 30 per cent. to 100 per cent. in different commodities are part of it, and are in turn part caused by it; and second, the increased rates bear very unequally on different groups in the community.

If we search for the cause of this increase of spread we shall find therein a vast complex of increased taxation, increased wages, rents, and a dozen items, all reacting upon each other, and also expressing themselves in increased cost of operating the railways. For instance, the total increase in national, state and municipal taxes since 1913 is approximately \$5,640,000,000. At the present purchasing power of the dollar, our total national productivity is probably

A great deal has been said about the inefficiency of our railway system. I do not sympathize with these statements. Comparison with foreign railways of the fundamental criteria of per ton-mile costs, train loading, and so forth, in the light of our cost of living, will demonstrate that our railways are of higher standards, better in methods than others and are growing in efficiency.

somewhere around 50 billions of dollars, of which over ten per cent. must now be devoted to increased taxes. This sum of money must be obtained either from the producer or the consumer and in any event a considerable part of the taxes contributes to widen the spread. Because the increase in spread due to taxes necessitates a spiral of increased wages, rents, etc., and before its force expends itself my own opinion is that possibly 20 points in the distorted index number flows from increased taxes.

The increase of railway rates since 1913 in Class I railways to 1921, is about \$2,600,000,000, of which about \$1,400,000,000 are due to wage increases and about \$160,000,000 to tax increases. If our traffics were normal the total increase of rates would be more like \$3,500,000,000. These sums enter into this increase in the spread and carry with them a further trail of increased living costs and again a spiral of higher wages, rents, etc., in all other branches of manufacture and distribution.

There are other causes of the increased spread, some of which will be mitigated with time.

No one can say to what particular table-land of prices and wages we may settle upon, but it is a certainty that the exchange value of producer's goods will not again line up with consumer's goods unless we can decrease the costs and eliminate the wastes of our whole manufacturing and distribution trades. And unless we can secure their nearer proximity we will retard a return of employment and prosperity.

I wish to digress for just a moment from railway to agricultural subjects, to point out that the recent project for fixing farm prices by law are apparently founded on the notion that by raising agricultural prices up to the levels of consumer's goods we can remedy the extreme hardship of our farmers. Even if it be possible to raise the prices, much less advantage would accrue to the farmer than anticipated. Unless the "spread" is decreased by actual savings, the costs of manufacture and distribution would be at least partially increased by higher prices of producer's goods. The spread is fundamentally due to increased cost of manufacture and distribution, not to the fall in producer's goods. The real remedy is an attack upon the causes of the spread and thereby to bring consumer's goods down to the producer's buying power.

It is a certainty that in order to decrease the spread, railway rates must come down and for rates to come down costs of railway operation in wages and prices of supplies must be reduced. Until this adjustment is secured the economic machine will continue to move slowly. We cannot and should not expect wages to come back to pre-war levels. Many of our wage scales were too low in pre-war times. They can follow down step by step with the cost of living, but there are permanent charges in this spread, such as taxes, which will hold the cost of living above pre-war levels. We must gain our other reductions in the spread by increased national efficiency.

The Method of Readjusting Rates

The involved complex of transportation rates was obviously originally based on some relationship to the value of commodities, mitigated by competition. In other words, the old slogan of "what the traffic will bear" had some economic background. But this entire conception of ratemaking was destroyed by horizontal raises. We have rates

clearly beyond what the traffic can bear.

The increases in railway rates during the past five years have fallen with extraordinary inequality on different commodities and different groups of people in the community. The country grew up, its industries were distributed under ratios of costs between different commodities, ratios between raw materials and finished goods, ratios between the farm and city. These have all been distorted by the horizontal raises. The increases in rates since 1914, for instance, have added probably less than one per cent. to the price of cotton goods on the average haul but it has added probably 60 per cent. to the price of coal. The increased rates since 1914 have added nearly 100 per cent. to the cost of assembling the materials for pig iron.

All this is artificially forcing our industry to move toward their raw materials. This does not alone represent the starting of a new factory; it is a movement of the whole mechanism of the community, labor, homes, schools, railways and whatnot—an enormous duplication of plant and loss of capital. We will ultimately have the rates readjusted and then we will destroy the new industries created under it.

Of equal importance there is a new economic light on this distortion of rates evident under the stress of the last few years. That is, the better realization that some increases of rates come mostly off the producer while others are paid by the consumer. Increases in spread between producer and consumer do not fall equally upon each of them. In primary commodities where the price is fixed by international competition, the increase or decrease in rates is a deduction from the producer. Take wheat, for instance, the point of competition with foreign produce lies at Liverpool. The net to the producer is Liverpool less transportation and other handling charges. Therefore increases of rates are a deduction from the farmers' price. The same thing applies to the producer in certain cases of domestic competition. Also where there is rapid turnover, as in manufacture, and consequent ability to reduce supply, the consumer pays the freight, as processes of productivity will not continue below profit point. In most manufactured commodities the consumer pays the freight, for production quickly shrinks when prices at the factory become unprofitable and the price to the buyer is the factory price plus the freight. For instance, in hides,

the farmer gets the international price less freight. On boots he pays the manufacturer's cost, profit and freight.

It appears to me that with the paralysis induced by the increased spread, we have to take a broader vision of what part of the community is suffering most and direct such concessions through the railway rates as can be given to that group—if we would better equalize the whole economic load.

During the past eight months the railways have made many thousand readjustments of local rates in endeavoring to heal local distortions, but I am convinced that the whole railway rate structure needs a most systematic overhaul in the light of these new economic forces that have been brought into play.

We obviously must maintain the average rate that will support our transportation systems adequately and such an overhauling of rates

The consolidation of our railways into larger systems has been contemplated in our legislatures for some years past as a gain in efficiency. Its value can be overestimated—it is not a panacea for all trouble. It does give hope, however, of economies in further efficiency from more complete utilization of rolling stocks and terminals, some small degree of saving in overhead, saving in current inventories; but its probable great saving would be decreased cost of proper finance, increased financial stability and fuller independence from the supply companies.

might quite well mean the advancement of rates in certain commodities in order that compensation can be given to others where there is undue duress.

If I were to discuss the rates charged today I should say at once that a decrease in passenger rates is not nearly so vital to the community as freight rates, for passenger rates do not enter into the "spread" in proportion to the relative volume of earnings. If I were examining the freight rates I should at once say that coal, metals, wood, and agricultural and other producers' goods should be reduced to the bottom before l. c. l. and class rates are touched.

I would be willing to go even farther and say that I am convinced that even if the commission cannot at the present moment justifiably reduce railway incomes a single dollar, it is warranted in investigating the possibility of some relief to the more distressed commodities by a revision of

some rates upward. There is perhaps no great field for changes in this direction but it is worth inquiry. As mentioned above, an economic analysis of our industry will show that l. c. l. and class rates are far too low compared to the rates on primary commodities.

With the gradual return of the traffic to normal, with decreased operating costs, relief in rates will be available, and it would be an economic crime to apply such relief by horizontal reductions to all rates thus giving relief to higher priced goods and travel, when the vital mainspring of our economic life, our agriculture and fuel and metals are choked.

The Present Rate Situation

Determination of anything in the nature of permanent rate basis is in my own view impossible at the present time because:

The last five years of changing administration, irregular traffic and wildly fluctuating wages and prices of materials give us but little reliable historical criteria upon which to base the future. We are in the midst of violent economic readjustments, of a profound industrial depression. No one can determine to what plane the reduction in operating costs will settle. No one can estimate the volume of traffics that are probable for any particular period ahead. It appears to me, therefore, that the commission will need to temporize with the situation for some time, and that its conclusions may well fall into three periods:

First—The immediate present.

Second—During the early period of decreasing costs and increasing efficiency and slowly recovering traffics.

Third—Normal operations.

THE IMMEDIATE PRESENT

If we survey the results of the past year in the application of present costs and rates, we find many railways failing to earn interest upon their borrowed capital; we find some others more fortunately situated who have earned dividends on their share capital.

One or two exceptions of low bonded indebtedness have done extraordinarily well on their share capital. If we survey the situation by districts, in order that single instances do not mislead us, we will find that the whole of the Class I southern roads barely covered bond interest, while the most fortunate group, the western roads, show

an earning of only four per cent. in 1921 upon their tentative valuation. Moreover, it is obvious that maintenance has been held to a low level and new equipment and extensions practically nil.

The present earnings in their perilous closeness to bond obligations seem to me to dispose of the question of immediate important rate relief, if we do not wish widespread receivership and shocks to our whole commercial fabric.

I believe there are cases where earnings could be increased by lower rates. I know that it is contended that such opportunities do not exist, but no one can review the testimony given here during the past few weeks without concluding that the rates in special instances are stifling business. These directions are perhaps not important in the whole problem of rates, but I am convinced that lower rates would recover lost traffic, such as export coal, substitutions in building materials, gains in water competition, etc.

THE SECOND PERIOD—DURING 1922

We must assume that those railway wages and supplies which are out of line will at least in part follow down to the levels of decreased cost of living; we must assume that the efficiency that is slowly emerging after the government management will still further increase; we must assume that the volume of traffic will increase toward normal.

I have the feeling that the railways, being our greatest business, will agree that all these savings should be instantly devoted to relief in the rates on primary commodities in order that we should expedite the recovery that can only come through decreased spread between producer's and consumer's goods.

I recognize that the uncertainty and slow reduction of rates in this fashion will itself delay business recovery because of the uncertainty of business as to its future costs. If our railways were in position to stand the temporary shock it would be infinitely better to drop the rates on primary commodities tomorrow—our business recovery would come faster. But we cannot ask the impossible.

THIRD

If we look further to normal times, we could make a rough calculation that present wages and costs at say 50 per cent. above pre-war would show that the railways can earn somewhere around \$1,500,000,000 in excess of the six per cent. minimum upon tentative valuation. As I have stated, relief is first more critically needed in the rates on primary commodities.

Some estimates given to me indicate that approximately 35 or 40 per cent. of revenues are involved in the groups more urgently needing relief. I think it will also bear calculation that in the income assumed above primary commodities can eventually be reduced to pre-war rates, and still place earnings upon a basis that will inspire such confidence in investors as will secure the free flow of investment capital into construc-

It is probably unnecessary to refer to the question of government ownership. No one with a week's observation of government railways abroad or with government operation of industry in the United States, will contend that our railways could ever be operated as intelligently or as efficiently by the government as through the initiative of private individuals. Moreover, the welfare of its multitude of workers will be far worse under government operation.

tion. It is not to be expected that capital for these purposes will be available at the rate that does not exceed the tax free securities at least two per cent. to three per cent.

Efficiency of Railways

A great deal has been said about the inefficiency of our railway system. I do not sympathize with these statements. Comparison with foreign railways of the fundamental criteria of per ton-mile costs, train loading, and so forth, in the light of our cost of living, will demonstrate that our railways are of higher standards, better in methods than others and are growing in efficiency.

The consolidation of our railways into larger systems has been contemplated in our legislatures for some years past as a gain in efficiency. Its value can be overestimated—it is not a panacea for all trouble. It does give hope, however, of economies

in further efficiency from more complete utilization of rolling stocks and terminals, some small degree of saving in overhead, saving in current inventories; but its probable great saving would be decreased cost of proper finance, increased financial stability and fuller independence from the supply companies.

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We are struggling with the great problem of maintaining public control of monopoly, at the same time maintaining the initiative of private enterprise. I believe that we are steadily progressing to solution.

Great social and economic problems find their solution slowly and by a process of trial and error. We have tried unregulated monopoly, and have tried government operation, and found the error in them. We still have much to solve if we are to maintain our transportation. Much of this solution depends upon the successful initiative of the railways themselves and much of the shaping of these matters lies fortunately in your able hands.

Easter Flowers and Budding Hearts

The Little Mother and her brood all went to the Flower Market the Saturday before Easter. Amid exclamations of delight selections were made for relatives and friends. When the enterprise was apparently finished and Little Mother was preparing for the adventure of guiding her chicks to her car, Wee Boy spoke up: "Muddie dear, I want to give a plant to my Nora." Little Mother was pleased that he should think of his nurse and the purchase was made. Arrived at home, Wee Boy's excitement was almost too much for him. He followed "his Nora" about, dropping hints and delighting in her well assumed mystification. Finally, he burst out with: "I really have got something lovely for you, Nora, but you can't have it until tomorrow. It's a great big secret, but it's green and growing in a pot."—*Exchange*



Puzzling's a Pleasant and Profitable Pastime

There's Hardly a More Enjoyable Way of Adding to Your Vocabulary and Store of Information

Note—One of the most appealing suggestions for making the Magazine of greater interest, was made recently by the author of this article to the writer. Himself a lifelong devotee of the art of Puzzling, Mr. Pryor wishes to make its mysteries, its fascination and its rewards available to as many as he can, and he quite naturally thought of the thousands of readers of our Magazine as prospective members of the growing circle of Puzzledom. By the same token the Magazine is most fortunate in having Mr. Pryor volunteer to conduct this new department, which should be of great interest to many Baltimore and Ohio folks, and especially those who are in outlying stations on the Railroad and who have the time to give to the art.

Unlike ordinary picture and diagrammatic puzzles, which consist so largely of guessing, the art of Puzzling as Mr. Pryor knows it and will explain it, has in it only so much of guesswork as to lend to it that elusive yet fascinating element of chance. The groundwork is based on constructive thinking and research, which lead one on into more and more perplexing mysteries, and which, in their solving, contribute a substantial addition to one's store of words and knowledge in general, and sharpen mental acumen.

But read Mr. Pryor's own story. It will carry you along in so interesting a way that you will be sorry when it is ended, and anxious to get out paper and pencil not only to solve the simple puzzles that he gives but also to write and tell him that you want to join the Baltimore and Ohio Puzzlers' Club.—Ed.

Dear Readers:

How many of you have ever made or solved a "word" puzzle? Huh! What's that? You ask what is a word puzzle? Well! Well! I have been getting so much pleasure, yes, real fun, and so much profit in the shape of an enlarged fund of knowledge, out of playing with word puzzles for many, many years, that I clean forgot for the moment that everybody else in the world was not familiar with the game. So I will try to tell you something about the art of puzzling—for it is a real art, even in the beginning, and the further you advance the more artistic it becomes and the greater the knowledge of English words, including literature, geography, biography, the arts and sciences you acquire.

Records indicate that word puzzling has been a source of pleasure and profit to the human race since well before the time of Solomon. It came down through the ages in rather a

disconnected, disjointed condition and it remained for America to finally put the art on a systematic basis. Puzzling was a flourishing art in the United States 50 years or more ago and various organizations were formed to foster and advance it, but, because of the scattered locations of the really good puzzlers, these organizations sooner or later went out of existence. However, about 30 years ago there came into existence an organization, now known as the National Puzzlers' League, which has done wonders in bringing this grand old game to a very high plane. The National Puzzlers' League contains on its roster the names of many prominent men and women of America; for instance, James M. Beck, solicitor general of the United States at the present time, is a puzzler of long standing and very proud of the fact. In addition there are lawyers, bankers, ministers, newspaper men, merchants and just ordinary working people, like you and

me, who are members of the league and who derive unlimited pleasure and benefit from the connection.

The league supports a monthly publication called the *Enigma*, which is devoted exclusively to puzzling, and in this periodical are published the highest examples of the art.

Building up Your Vocabulary

However, I take it that many of you have had little experience with this subject so I am going to begin at the beginning and see how many of you will develop the patience necessary to ultimately become real top notch, high grade puzzlers. From my own experience I can guarantee that a few hours devoted each month to either building or solving puzzles will develop your patience, as well as your mental acumen, to a remarkable degree, and will help you vastly in solving the problems of every day life. In addition to this, it will make you a better thinker and a better talker, and I really believe if this art were added to the curriculum of our schools it would help students vastly in all their other studies. So with these preliminaries let us get down to the meat in the cocoanut.

Two Kinds of Puzzles

There are two kinds of puzzles recognized by the experts, the first called "forms" and the second called "flats." Let's talk about "form" puzzles first. A "form" puzzle is a combination of words arranged in some geometrical form, such as square, diamond, star, rhomboid, pyramid, etc. with the letters of the words forming the same or other words reading in another direction. Now that may sound a bit complicated but, as a matter of fact, it is really very simple, as a couple of illustrations will show. For instance, here is a five letter square, so called because the words composing it are made up of five letters each:

R	A	I	L	S
A	N	N	A	L
I	N	A	N	E
L	A	N	D	E
S	L	E	E	K

Do you notice how the first word at the top is duplicated in the first column reading from top to bottom? And you find the same thing with the second word across and the second column down and so with the third, fourth and fifth words. Squares may be made of words of any length up to the limit of your ability. The experts are now making nine-letter squares with regularity and only recently the very first ten letter square was published in the *Enigma*. But it is best to begin with a square of about five letters which may be readily composed out of the New Standard or the New International dictionaries, and without the necessity of searching through any other books, and this advice is good for any of the other puzzles which I may describe.

Now the game is this: one puzzler builds, let us say, a square, and he defines each word in that square, and sends it to the editor, who publishes the definitions only. From these definitions other puzzlers endeavor to reconstruct the square just as it was built by the maker and if they succeed they have solved the problem. In defining the puzzle never make up the definition "out of your head." Always look in your dictionary and copy the definition given there, because, if you use your own definition you will find it often at variance with the dictionary definition which should always be the standard. If I were going to send the above square to the editor for publication I would define it as follows: 1—Tracks on which railroad cars run; 2—The record of a single year; 3—An empty space; 4—A level sandy region, unfit for cultivation; 5—Smooth and glossy. These definitions would be what the editor would publish and from them you would endeavor to find the words to reconstruct the square. In doing this you would run across the fourth word "Lande." Now right here in this little square many of you would have acquired a new word because "lande" is a word that is not used in every day business but still it is a perfectly good dictionary word and you would some time, some place, undoubtedly find use for it in your daily work.

Here is a seven-letter diamond, so called because the center word is constructed of seven letters:

H
S A D
S I N E W
H A N D C A R
D E C O Y
W A Y
R

You will notice, reading from left to right, the word "sad" is in second

position and, reading from top to bottom, the same word occupies the same position, and so with the 3rd, 4th, 5th and 6th words. This puzzle would be defined as follows: 1—A letter; 2—Sorrowful; 3—A tendon or fibrous cord; 4—A car that is worked by hand; 5—To entice; 6—A road; 7—A letter. The experts have constructed diamonds with fifteen letter center words while this form with thirteen letter center words is very common. But these same experts will tell you that they had to begin by building five and seven letter diamonds before they succeeded in reaching their present eminence.

Here is a rhomboid:

W A T E R
S I R E N
E O L I C
S I N U S
C E R I N

Unlike the square and the diamond, the rhomboid doesn't read the same from left to right and up and down because the very form of the puzzle itself doesn't allow this. While the "left to right" words are all of five letters, the "up and down" definitions vary from a single letter to a five letter word; therefore, this puzzle has to be defined two ways as follows: First, reading from left to right: 1—a colorless, limpid, liquid compound; 2—a mistress of song; 3—the language of the Eolians; 4—an opening or cavity; 5—a crystalline compound, contained in cork. Second, reading from top to bottom: 1—a letter; 2—a bronze coin of Rome; 3—to bind; 4—the god of love; 5—that which has been preserved from decay; 6—the players forming one side in a baseball game; 7—a mongrel dog; 8—in music, the seventh note of the diatonic scale; 9—a letter. Now this rhomboid is not a hard puzzle to either construct or solve, yet I will guarantee it contains two or three words that are actually new to most of you. For instance, how many of you know that "as" is the name of an old Roman coin; and how many can recall that "Eros" is the old mythological god of love. Then again how many would describe "water" as "a colorless, limpid liquid compound," but that is just actually what the dictionary says it is and the dictionary definitions are based on scientific knowledge.

In defining puzzles you will often find in the dictionary two or maybe twenty-five different definitions for the same word. It is necessary to give only one of these definitions and you may select any one that strikes your fancy.

In solving form puzzles a good way is for the beginner to set the form

down on a piece of paper, using a dot to represent each letter. It is not necessary to find the word representing the first definition first. Go over the definitions and try to find as many of the words as you can and set them down in their proper positions in the form you have dotted out on your paper. Then by looking at the combinations made by the letters of the words you will find you will often get the clue to the other words.

If you don't own, or cannot buy, a dictionary of your own, undoubtedly some friend possesses such a treasure; and, if not, your public library is sure to supply the deficiency. I know of no amusement so alluring on the long winter evenings as building and solving puzzles, altho the real genuine dyed-in-the-wool puzzler doesn't cease activities during any season of the year but finds his enjoyment during all the twelve months. The editor of the Baltimore and Ohio MAGAZINE thinks that many of its readers might become interested in this game and that is why I am putting the subject before you. To see just what interest there may be I am going to set down the definitions of three puzzles, the answers to which will be published in this magazine for the month of May. Try your hand at solving these and also try to build some like them. Send your answers on a separate sheet of paper, writing on one side only, to George H. Pryor, Auditor Disbursements, Baltimore and Ohio Building, Baltimore Md., and send in puzzles you may build to the same address. In sending in new puzzles put only one puzzle on a sheet, putting your definitions at the top and the answer at the bottom. Sign your name and address to all communications as the Editor will want to give credit to all those who solve as well as to those who build.

Next month we will explain about the "flat" puzzles, which consists of charades, anagrams, beheadments, curtailments, cross-word enigmas and puzzles of that character which do not require a dictionary in either their construction or solution. In the meanwhile see which of you can solve the following:

A Square

- 1—The smoked flesh of the hog, especially the back and sides;
- 2—A home;
- 3—The palm tree that produces cocoanuts;
- 4—Odor, as spelled in England;
- 5—Approaches.

A Diamond

- 1—A letter;
- 2—A little child;

(Continued on page 17)

Laying New 130 Pound Rail with Locomotive Crane

By E. G. Lane

Engineer Maintenance of Way, Eastern Lines

OWING to the limited life of the steel rails heretofore used on Main Line Divisions of the Baltimore and Ohio, and known as the 100 pound A. R. A. B. Section, it was decided by the Management to purchase a heavier section of rail, weighing 130 pounds per yard, for use on the Philadelphia Division, which carries a dense freight, as well as the fastest passenger traffic.

As a further test on a district having dense freight traffic, the heaviest curvature and grades, the 130 pound per yard section of rail was laid on parts of the Cumberland and Baltimore Divisions.

With few exceptions rail renewals on main tracks have been done by trackmen without the use of mechanical aids. Because, however, of the increased weight of rail to be handled, and in order that the new rail might

be laid with the least possible interference with train operation incident to renewals (with the consequent expense due to delays in traffic) it was decided that the labor gangs on the Philadelphia Division should be supplemented by the use of a locomotive crane to handle the rail, and to single line traffic during the working hours while laying rail. It was recognized that by so doing, the delay to traffic could be minimized by proper dispatching of trains and delay to the rail gang averted, as it would not be necessary to make temporary track connections for the passage of trains during working hours. Further development and utilization of mechanical devices and equipment were employed in the distribution and laying of the new rail and in picking up the old rail released.

Rail Data

The new rail, as approved by the American Railway Association, measures 6 inches across the base, $6\frac{3}{4}$ inches high, and each rail is 33 feet in length.

It is interesting to know that in 1834 the rail used on the Washington Branch was of the general shape of the present day rail but weighed 40 pounds per yard. (See accompanying sketch.)

It was decided to follow European methods and cant the rail toward the center of the track, 1 in 20, so that the top surface of the head of the rail will afford uniform bearing for the tread of all motive power or car equipment wheels. The canting is accomplished by the use of tapered tie plates, two to each tie, one being under each rail.

The new rails weigh 1,430 pounds

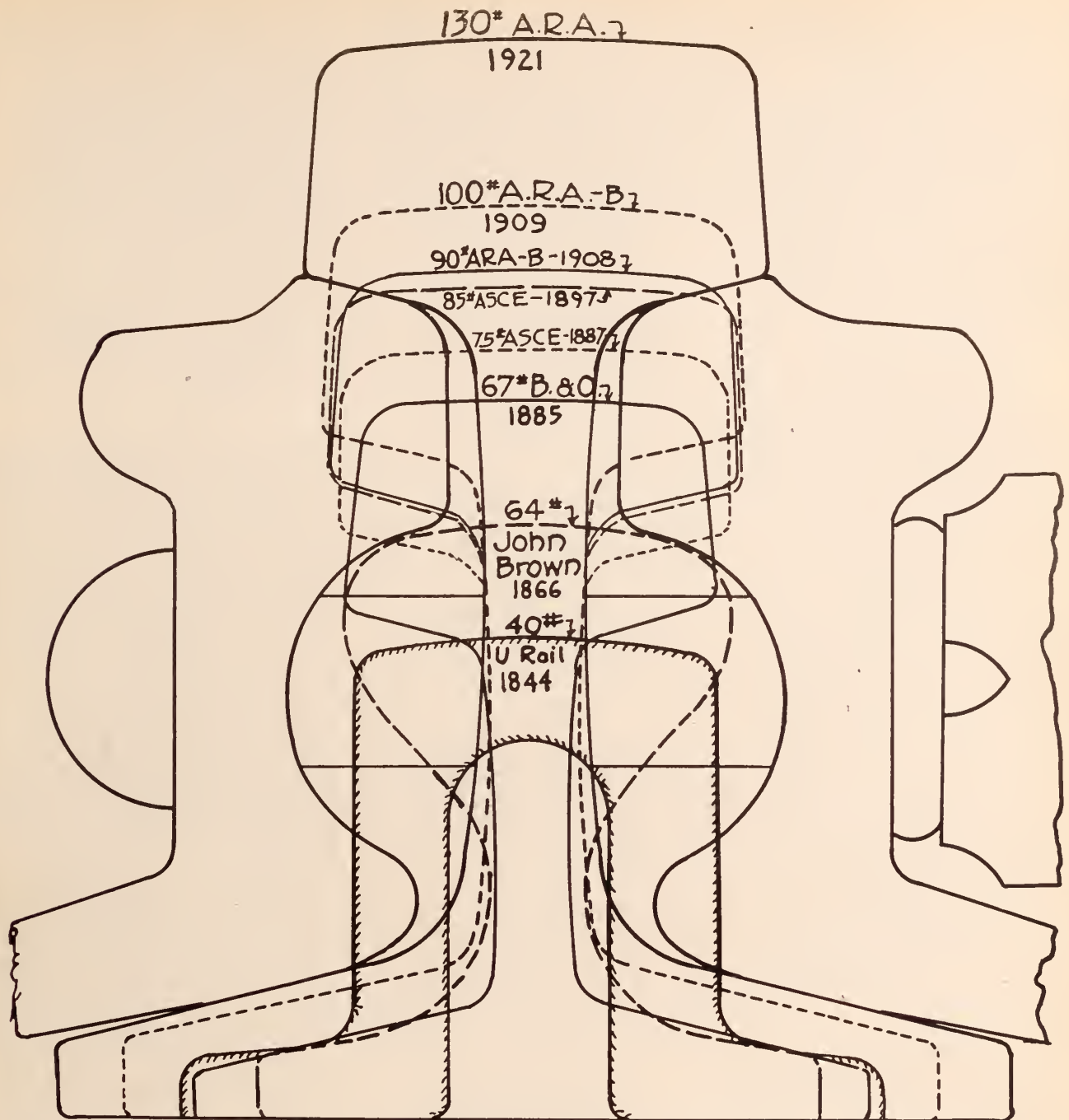


Upper left shows old rail thrown out and rail clamp just released from new rail set in place and being set to gauge at each end by the gauge man and spikers, with crane ready to move ahead over new rail just set in place. It will be noted that with the 60 foot boom used on the locomotive crane there is ample room for men to work ahead of the crane.

Upper right shows Susquehanna Bridge, all material, usable and scrap, having been picked up by gang No. 5.

Lower shows the preliminary setting of tie plates at quarters and center ahead of the crane, by starting the spike after new plates are placed. This acts as a guide for locomotive crane crew in setting new rail in position laterally so that it does not require further moving, except to a very slight extent in spiking to exact gauge of 4 feet 8 $\frac{1}{2}$ inches.





Comparative Rail Sections, (exact size) showing the development of rail on the Baltimore and Ohio. 64 lb.—67 lb.—100 lb.—130 lb.—75 lb.—40 lb. U Rail.—85 lb. Note: 40 lb.—U Rail, first rail rolled in United States. Rolled by Baltimore and Ohio Railroad Company

each. The crane is used in lifting them into place from a position beside the existing track, after the old rail has been lined out to one side. This relieves the men of the heavy lifting, insuring better working conditions and lessening personal injuries.

Maintenance Program

In conformity with usual practice a program for rail renewal was submitted and approved, giving the location by miles and hundredths, with designation of east or west bound track, within which limits the rail was to be laid.

Working Program

Studies were then prepared by the

division and approved with respect to preliminary distribution of material, which approximated 250 tons per mile of track, the number of men to be assigned to various labor gangs, the additional small tools required, the work to be done in detail by each signal and track gang when once under way, the source of supply of foremen and labor required, their transportation to and from work, their housing in part, the number of locomotive cranes, cars and work engines required for laying rail, the picking up of unused and released material, and proper time distribution of all labor so employed.

Single Line Operation

A feature of the study as prepared and approved, included the installation of temporary crossovers as required, by means of which all trains, during working hours, as specified by a general order, were operated over one of the two main tracks not occupied by rail gangs. The operation of single line was under immediate charge of a transportation representative on the ground, detailed for that special purpose. The single line operation generally covered the period between 7.00 a. m. and 6.00 p. m. The length of single line sections between crossovers varied

from one to less than six miles. Few delays resulted and none of moment.

Preparatory Work

Certain preparatory work was done. All new rail, spikes, angle bars, plates, nut locks and anti-creepers were unloaded at approximate point of usage one or more days previous to that upon which rail was laid. The rail was placed alongside the existing track and so spaced as not to require shifting endways; the other track material was distributed so as to require the minimum carry to point used.

Procedure in General

The daily operation of laying 130 pound rail is described in general as throwing the old rail out with bars and setting new rail in place with the locomotive crane, the handling being substantially limited to a lift of 15 to 18 inches and swinging sideways into position and laying between two points. This represented the work accomplished during the first half of each day worked. The crane and rail laying gang then remove to the starting point, and during the latter half of the day, lay the opposite rail to the point where work was discontinued at dinner hour, thus avoiding the necessity of carrying more than one rail length of the 100 pound and 130 pound rail opposite, during the night following, as they are of different height.

In closing for the night, proper compromise bars, or special steel shim plates, fully spiked and bolted, and run-off as required by Book of Rules, are provided for resumption of traffic at normal speed during the night or until work of relaying is resumed at that point.

Field Organization

The organization was divided into five gangs. Each gang was subdivided into units and each unit did certain specified work.

The organization used in general is given in the following:

	Foremen	Men
1. a Pulling spikes	1	15
b Lining out old rail	1	6
c Attaching two angle bars to forward end of rail	1	
d Removing old tie plates by hand or coal pick and starting tie plugs in	1	
e Driving tie plugs and adzing down ties which showed mechanical wear, sweeping of bearing for seating new tie plate	1	18
f Distributing and placing new tie plates in approximate position and gauging quarter plates to place and starting two spikes as a guide for placing rail		6
Total	3	47

	Foremen	Men
2 a Locomotive crane	1	1
b Crew for crane handling rail clamp, setting rail in place, spiking quarters to gauge and placing expansion shim as each rail is set in	1	11
c Night watchman	1	
Total	2	13
3 a Distributing angle bars and bolts to point of usage	1	3
b Placing angle bars with one bolt partly drawn up		2
c Completing bolting		20
d Distributing spikes, two to each tie at point of usage		2
e Spiking quarters and centers to gauge	1	9
f Full spiking to gauge		18
g Distributing and placing anti-creepers, four to each rail	1	5
h General foreman	1	
Total	4	59
4 a Distributing bond material	1	
b Drilling rail for bond wires, eight drilling machines (hand)		8
c Applying Bond Wires	1	2
Total	1	11
Grand total, covering the process of disconnecting, taking up and throwing old material aside, and applying new material complete ready for operation of trains at normal speed	10	130

Cleaning Up

In order to complete the process of laying new rail and accessories as described in the preceding, the picking up of all usable and scrap material so removed is necessary, because of its value to the Company as an asset for reuse elsewhere or for disposal by sale, the authority for which is issued, when deemed desirable, by the Purchasing Department, upon advice as to tonnage available, and also in order that the right of way may at all times present a clean and orderly appearance.

Completing the Job

The picking up of old material is accomplished by assignment of a work engine and crew, an air rail loader and the number and kind of cars specified in request to the superintendent, made the previous day.

The schedule, which provides for the picking up of the old material, immediately following gang No. 4, as given in the preceding, is as follows:

	Foremen	Men
5 a Uncoupling old rail, salvaging insofar as possible all bolts for future use	1	24
b Work train with aid of air rail loader or a second locomotive crane picking up rail removed from track, separating by loading into separate cars; rail not requiring cropping or sawing off ends; rail requiring sawing off		

ends which is done at Martinsburg, W. Va., Maintenance of Way Shop, and reconsigned for use relaying main track rail on less important lines of other divisions as predetermined by approved budget authority for the year

Rail to be used in relaying side tracks only	1	3
Rail to be scrapped as unfit for further use as such, to be disposed of by sale on authority of the Purchasing Department		
c Picking up and loading into separate cars all usable and scrap tie plates, bolts, spikes, angle bars, nut locks, etc.	1	10
Total	3	42

Unit Costs

The unit cost per ton of rail or per mile laid, has been variable, due to local physical conditions of track worked over. This has been evidenced by necessity for heavy adzing where percentage of pine ties was greatest, by character of labor, part of which was untrained to track work when first employed, and by changes in organization found necessary as work progressed.

Approximate cost of laying 130 pound rail per eight hour day by method described, using 10 foremen and 130 laborers, exclusive of distributing and picking up material, was \$490.00; per ton of new rail laid \$2.40.

Laying rail with locomotive crane is rapid as compared with hand method, personal injuries were reduced to a minimum, the interference with trains as a result of single track operation was negligible and the progress averaged somewhat in excess of one mile of track laid complete each working day.

Source of Large Labor Gangs

The labor supply was secured from:

1. Sections adjacent to the work and largely trained native workmen.
2. Extra gangs in camps at:
 - a Aikin, Md.—Camp building.
 - b Aikin, Md.—Camp cars.
 - c Joppa, Md.—Camp building.
 - d Leslie, Md.—Camp building.
 - e Newark, Del.—Camp building.
 - f Daily shipments by train from Baltimore.

g Daily allotments by train from Newark and Wilmington, approximately 50 per cent. of whom had no previous training as track men when employed.

Boarding of men in camps was looked after by the men individually, with fair results as to equipment, sanitation and adequacy and quality of food.

Other Possible Mechanical Adjuncts

A further use of mechanical tools to expedite and economize in rail renewals for 1922, is contemplated by the use of pneumatic power wrench for loosening bolts on rail removed and tightening bolts on new rail, as laid. Also the use of power drills in bonding new rails laid in automatic electric signal territory. It is deemed possible to accomplish this by utiliz-

ing a portable air compressor mounted on trucks and self-propelling, of the type usually assigned to section gangs for mechanical tamping of ties. The substitution of this device would release approximately 20 men for other work.

It is expected that this plan will be followed on more than one division of the Eastern Lines in this present year.

Help Find Morris C. Sparks, Former Employee, Who Has Been Missing Since December 9

MORRIS C. SPARKS, age thirty-five, six feet in height, weight one hundred and sixty-five pounds, dark hair and eyes, was last seen about six o'clock on the morning of December 9, 1921, in Pittsburgh, Pa., where he was employed as superintendent of the Vang Construction Co. in the construction of the 16th Street Bridge.

Mr. Sparks was clad in working clothes, consisting of a dark grey suit, knee high arctics, slouch hat, long heavy brown overcoat. No money was in these clothes, as money was found in pocketbook in his good clothes. He had been up several times during the night looking after the completion of an important piece of work which he proposed to have done in time for the morning shift. At about 6.00 o'clock that morning the work was finished and he said goodnight to the night superintendent and returned to his house boat about one hundred feet away where he changed his clothes and put on his working clothes, and it is supposed that he was preparing himself for meeting the day shift and giving them instructions as to how to proceed with the day's work.

He was First Sergeant, Headquarters Company, 313th Infantry, and was gassed in a battle in France. Upon his return to this country, he suffered from nervousness and depression, resulting from being gassed, and it is possible that he suffered from temporary loss of memory, and in this condition wandered off. He can be identified by tatoo marks—an Elk head on the right arm and a truss span bridge on the left arm.

Prior to going to Pittsburgh to take charge of the construction of the 16th Street Bridge, Mr. Sparks was in charge of the work on our Bridge 19-95 over the Big Miami River at Lawrenceburg for the Vang Construction Company. This bridge was

completed and the plant and organization moved to Pittsburgh for use on the 16th Street Bridge. Prior to going in the army for service in the World War, he spent 10 years in the service of the Baltimore and Ohio Railroad Company—Engineering and Maintenance Departments—on construction and maintenance work.

Search is being made for him through the Veterans' Bureau of the Government, by the Elks and through other agencies.

The Vang Construction Company has offered a reward of \$500.00 for any information which will lead to locating him.

Any information concerning his whereabouts will be thankfully received by his brother, E. R. Sparks, care Chief Engineer, Baltimore and Ohio Railroad Company, 1302 Baltimore and Ohio Building, Baltimore, Md.; Mr. William P. Sullivan, Secretary, B. P. O. Elks No. 470, Frostburg, Md.; or The Vang Construction Co., Cumberland, Md.



The missing former employee,
Morris C. Sparks

In the Realm of the Riddle

(Continued from page 13)

- 3—A distinguishing feature or quality;
- 4—The material fundamental part of a road, especially of a railroad;
- 5—A famous river of Italy on which Rome is situated;
- 6—In music, a direction to repeat a measure thrice;
- 7—A letter.

A Rhomboid

(See above example).

Across, from left to right:

- 1—The capital of France;
- 2—A fine clay from which melting pots are made;
- 3—The Pope's triple crown;
- 4—Little;
- 5—Distinct.

Down, from top to bottom:

- 1—A letter;
- 2—In proximity to;
- 3—A muroid rodent;
- 4—The principal goddess of Egyptian mythology;
- 5—A rascal;
- 6—Uttered through the mouth;
- 7—A small side room in an ancient Roman house;
- 8—A Chinese measure and weight;
- 9—A letter.

The Money to Buy a Home Is Not Missed

WHEELING, W. VA.

November 21, 1921.

MR. W. J. DUDLEY, Superintendent, Relief Department, Baltimore, Md.

Dear Sir—This will acknowledge receipt of your letter of November 19; also release of deed of trust given by myself and wife to secure a loan from your department.

In the past eight years I have purchased two homes with money borrowed from the Relief Department; both have now been repaid in full and I have a clear title for the property. Will say that I think the Baltimore and Ohio Relief Department's plan for assisting employes in purchasing homes is the best plan, as the loan is paid in monthly installments by deduction from wages, the same as paying rent, and is hardly missed.

I desire to take this means of thanking the Relief Department for so materially assisting me in purchasing and paying for a home.

Thanking you for past favors, I remain,

Yours very truly,

(Signed) CURTIS HIGINBOTHAM,
Conductor, Fairmont, W. Va.

Transportation Catering

from a Baltimore and Ohio Point of View

by E. V. Baugh
Supt. Dining Car Dept.



The upper and lower pictures on the left show Dining Car Steward J. M. Templeman ready for action and in action.

The center picture, well—doesn't it just look good enough to eat!

Why Is a Dining Car?

OUR Dining Car Department is not operated as an advertising feature. If this were its purpose its cost could be better used through other channels, reaching more people and covering a larger field. Nor is it operated from necessity, for we could provide eating accommodations at convenient points which would, perhaps, at least pay expenses. This statement suggests that it is not operated primarily to make money. The fact is that it does not make money but is run at a loss.

The one big reason that we have a Dining Car Department is because we want to be hospitable to our patrons in all respects—to make them feel the comfort, convenience and homelike atmosphere of our accommodations as soon as they step on our trains. Hence we provide inviting dining cars and first class equipment for them; silverware that is pleasing to handle, linens that always suggest immaculate cleanliness, and an attractive grade of china that is suitable to the needs of the service.

Works Efficiency

And back of this show window which attracts the patrons of our cars, are the real works, the kitchens with their broilers, steam tables, ranges, pantry and storage facilities. These, in their compactness and convenience, are a veritable symphony of efficiency. Of prime consideration is the question of sanitation, every effort being made to keep all supplies in the freshest and most wholesome condition possible. Here the refrigerators play the big part—machines that are the ultimate in the development of cold conservers of fresh foods.

Note—Whether greeted by a smiling steward on entering a dining car after the dinner call, or enjoying the aroma of the pre-breakfast and hospitable acemittasse, the ordinary traveler is often beset with one or more angles of the query "Why is a dining Car?"

He is hungry, but notwithstanding the fact that dining car prices in general compare very favorably with those in first class restaurants and hotels, he often thinks, just because he is on a train, that the price of the satisfaction of the inner man will be prohibitive—that is, unless he has had experience on the Baltimore and Ohio.

In a recent issue of the Magazine we reprinted a newspaper article to the effect that it cost about half a dollar for every person served in a first class railroad dining car, before one penny was included for the actual cost of food. In another article we mentioned the fact that the cost of a first class dining car is about \$60,000. To those familiar with such facts as these, all of which have a direct bearing on the general operating costs of a dining car department, the question "Does the Dining Car Department pay its way?" is a very pertinent one. And it is to such questions as this one that Mr. Baugh asks the attention of our readers in this article.—Ed.

Food Sources

The Baltimore and Ohio and its Dining Car Department are fortunate in the food supply sections tapped by our lines. The productivity of the Chesapeake Bay region for the most succulent and delicious sea food, is of national repute. Fortunate indeed is the oyster lover or the epicurean with a fancy for fish, when he picks up a Baltimore and Ohio menu, especially when in the vicinity of the Chesapeake. The bivalves are served in more than a dozen different ways, and a special effort is made to select the finest grades and to anticipate the season with other delicacies—soft shell crabs, shad roe and the like. Maryland is also famous for her truck gardens with their fresh vegetables, and for her strawberries and raspberries, whose unusually fine flavor makes dishes fit for a king.

But there is no section too far away to make it unavailable for our commissaries. Experienced buyers comb the markets to get the best everywhere and quality is their constant watchword.

Handling Supplies

Three storerooms are conveniently located on the System, to keep our cars supplied with the freshest products possible, and to avert the possibility of any staleness in the foods served. The men who operate these storerooms, and who handle the cars—the commissary men, cooks, pantrymen, waiters and stewards, are carefully selected men of experience who are required to be neat, clean and physically fit at all times. We also have three assistant superintendents, three inspectors of service and one travelling chef. These are constantly riding the cars, improving the service where that can be done and constantly inspecting the food, menus, etc.

The Service

The standard menus, such as the a la carte and the regular table d'hôte bills, are prepared in the home office. The special "today slips" are prepared by the stewards in consideration of such factors as the weather, the season and the source of supplies—men of experience who have become noted for their courtesy and constant desire to please. All menus are prepared with the primary thought of giving substantial portions at moderate prices, prices which now bear favorable comparison with pre-war prices and which will be reduced as costs permit.

Passengers who have had experience with the Baltimore and Ohio special dollar and a quarter meal often remark that the same variety and

quality of food would cost twice or more the money in a first class restaurant. It probably would. Folks who go into fashionable eating places apparently don't mind the price. When they are on trains, eating, important as it is, is but an incident of the trip, and they are not in the same generous mood as to expenditure as they are in the restaurant. Funny, but true, and it is a part of the job of operating the Dining Car Department to discount just such peculiarities as these and to keep everybody happy.

Then that Commercial Traveler's Meal at 75 cents! I venture to say that no type of meal on any dining car in the country has met with the enthusiastic approval of the public to the same extent as has it. A compact

yet tasty-looking platter service (a big platter in convenient sized compartments for the various dishes), consists of a meat or fish order, two vegetables, a salad, dessert, bread and butter, and any one of tea, coffee or milk. This has made a trip on the Baltimore and Ohio of many a person with a limited income a satisfying gastronomic experience, where it might have been a strain, either physical or financial. A good many employes of the Railroad, who travel a good deal and whose expenses are necessarily limited, have told me that this meal has been a great boon to them, its quality being first class and its quantity being ample. After having had experience in small town restaurants, I think I know what they mean.



Waiter Edward Torrance in the upper picture won't have to wait long for a customer. Backed up by an appetizing array of goodies the Storeroom force in the middle picture is from right to left, Chief of Commissary John J. Paulus, Commissary Porters Arthur Jackson and William J. Smith, Commissary Clerk Allen J. O'Mara, Porter David A. Fairfax, Commissary Clerk Albert J. Becker, Assistant Commissary Chief C. A. Lochboehler and Porter William H. Davis. In the lower picture Inspector Joseph J. Reiser (how would you like to be a dining-car model IN ACTION?) is too busy eating to even notice our attentive waiter, John Dowell, at his side

Baggage Service

A traveling salesman might just as well stay home as arrive in the city of his customers and be without his samples. His baggage must be there!

By C. H. Frederick, Chief Clerk, General Baggage and Milk Department

HAVE you ever checked your grip to a distant city to which you have been going and, on arrival, found that grip and its contents, including the change of clothes that you expected to wear to the party of the evening, had not arrived. Embarrassing moment, to be sure, not alone as the unfortunate passenger, but as we baggage folks who have to straighten out such tangles, can attest. Which suggests the fact that no matter how beautiful the scenery en route, the courtesy of the trainmen, the comfort of the ride and the satisfaction of the meal in the dining car, the trip will be spoiled if the baggage department people fall down on their job.

The Development of Baggage Service

Just as the first train was the development of transportation a step further on (though a big step) from the stage coach, sail and canal boat, so the first train baggage service was but a step up from the kind of baggage service that had been given on these now antiquated carriers. Space was at a premium on the old stage coach and the traveller was forced to limit his wardrobe to a very few of the most necessary articles of personal comfort and adornment.

Originally baggage was handled only "locally" on the railroads and consisted principally of the old time carpet bag or the small solid leather trunk of a century ago. Railroad space for baggage was also at a premium, and the big suit case, kit bag and wardrobe trunk have come into use only with the development of the modern train with its spacious cars, coaches, Pullmans and baggage.

The Chalk Mark

There are perhaps still a few of the old time employes of the Baltimore and Ohio who remember when a mere chalk mark, placed on the article of baggage by the receiving agent, was the only identification record, and that upon it depended the carriage of the baggage from origin to destination and its proper delivery to the owner. There was no systematic record whatsoever made. And yet, so comparatively few were the travelers, so small their luggage, and so short the normal distances they had to travel, that we are forced to the

conclusion that the "system" was probably more or less satisfactory.

The Brass Check

Hand in hand, then, went the unparalleled development of the country and of its railroads, sometimes the one and sometimes the other, being a step in the lead. And with the consequent increased travel, and a new phenomenon in the person of the traveling salesman with his big sample trunks, came the need of a more reliable baggage service. This was met by the adoption of the heavy brass baggage check which was fastened to the trunk or bag by the heavy leather strap, and the duplicate of which was carried by the passenger. This was thought to be perfection and was the standard method used up into years so recent that many of our present baggage men can recall it.

Frequent mismatches of the checks resulted from this system, however, and the General Baggage Agents' Association conducted numerous experiments which finally resulted in the adoption of the paper check. It was at first thought that the paper check would be much more expensive than the brass, but it was found that it resulted in an actual economy both in cost and labor. The cost of the brass had risen considerably and the stripping and matching of the old check required a good deal of time. Besides this the paper check was more convenient and sanitary and there were other advantages in addition to the fact that people liked better to handle the new check.

The Paper Check

Let us recall here that most of the present day methods are the result of the thought and study of the pioneering baggage agents, now gone. Although in their time each of the railroads had its own method of handling baggage, there was some effort towards uniformity, but it hardly reached a reasonable consistency and had competitive disadvantages detrimental to the roads. Realizing this the General Baggage Agents' Association started a movement towards uniformity, which led to the formation of the National Association of Baggage Agents in 1882. And it is this association which has studied the problem of handling baggage and to

which credit is due for the efficient methods now in effect and which are so satisfactory to the traveling public.

What the Public Expects

The public does not, however, appreciate fully the great convenience and efficiency of baggage service. Its very smoothness of operation is a cloak which masks the carefully worked-out and, at times, elaborate system. The New York society woman who sends a half dozen big wardrobe trunks and some smaller baggage from the metropolis to, say, San Diego, California, probably never gives a thought to the utter convenience and safety of the service. Nor does she recall that, except for the small charge for extra weight, the service is gratuitous. It is only when a mistake occurs that people even think seriously of the baggage part of travel—and then, unfortunately, it is their proper prerogative to criticize rather than to compliment.

Which brings us to the point that despite constant watchfulness and careful supervision (and especially on the part of the baggage department employes of the Baltimore and Ohio, a real desire to give the best service), mistakes do happen. "Crossing checks," for instance, causes a great deal of trouble in straightening out, and often results in some distressing predicaments. Imagine the well-to-do and newly married couple arriving on a glorious tropical winter's day at Palm Beach, and finding trunks which look like theirs but which contain, instead of the wardrobes for these vacation beaches and hotels, the unpleasantly practical samples of kitchen ware in a drummer's trunk. It brings post-humorous realities too quickly to the attention of the bride. The drummer on the other end may present a more interesting picture as he gazes with mixed emotions on the fetching trousseau, but it doesn't help his commissions for the month along to any great extent. And in either event the result is the same to the carrier—trouble and trouble a plenty, with lost patronage and mighty poor advertising. Neither a bride just returned from her honeymoon nor a traveling salesman has the reputation for being exactly reticent.

Other mistakes that have been made in carrying baggage have brought much more serious results in their train. Important documents that have been delayed carelessly in rail transit have caused the postponement of important trans-oceanic missions, while other disappointments of comparable seriousness will suggest themselves to the reader.

Cheerful Courtesy of Prime Importance

To err, however, is only human. And we all live in glass houses when we throw the stone of criticism because of the other fellow's mistake. A man does not get to handle the important job of baggage agent—certainly does not hold it—unless he gives unmistakable evidence of his interest in his work, his carefulness and ability to handle his task. One

thing that is insisted on in this department above everything else is courtesy to the public. The Baltimore and Ohio has adopted the meaningful slogan in its passenger business "Our passengers are our guests," and it is the invariable rule of our baggage service that this shall be lived up to in its finest spirit on the Baltimore and Ohio.

Careful handling to prevent break-

age and damage, intelligent and prompt dispatch of all transactions, and a constant spirit of cheerful courtesy in answering inquiries or complying with requests of the passenger,—these are the maxims of the employees of this department. And to them goes a full measure of appreciation for what they have done and are doing to live up to this high standard.



Upper-left: A busy day at the baggage desk at Camden Station, Baltimore, where courtesy counts so much in making pleased passengers. Right: "Twenty-four hours of safe-keeping for a dime"—a convenience greatly appreciated by travelers. Lower-left: The old time carpet bag and trunk, with the old time brass check and strap. Centre: Train Porter Chase, one of the oldest and best, easing a heavy load for the young lady. Right: The modern wardrobe trunk and sanitary paper check

Passenger Department

Will You Help Put Passengers on Our Trains by Putting the Suggestion in a Show Window?

READERS of the MAGAZINE will recognize in the center of the accompanying window advertising our passenger business, the picture which was originally used as the cover of our February issue, President-elect Lincoln arriving in Washington on the morning of February 23, 1861, preceding his inauguration. This was used during the week of February 12 in one of the beautiful windows of the dry goods house of O'Neill and Company in Baltimore, a window which is probably passed by as many, if not more people than any other window in the city. Flanking it are framed photographs of scenery along the Baltimore and Ohio, time tables and advertising literature and the luggage accessories of travel.

Although displays as elaborate as this one can probably not be obtained by the Railroad in many large cities on the Baltimore and Ohio, the same idea can be carried out in practically every town which boasts a good dis-

play window in any store. We recall here the picture of the drug store window in Keyser, W. Va., similarly dressed, and arranged through the initiative of H. B. Kight, ticket clerk at Keyser, and correspondent for the MAGAZINE there.

The Railroad is now making a drive to interest the traveling public in the charm and importance of Washington as the first shrine of patriotism in the United States. The subject is being covered in national advertising, supplemented by drives among the school teachers and pupils in those sections of the country most likely to produce tourist business to Washington.

It requires only some ingenuity and interest on the part of agents and representatives of our Passenger Department in other cities along the line to arrange for window displays similar to this. Can't we have more of them? The MAGAZINE will be very glad to publish pictures of this kind which are submitted.

Jacksonville All Expense Tours

PERSONALLY conducted all expense tours to Jacksonville, Fla., have been operated from points west of the Ohio River via Washington, Baltimore and Merchants and Miners Transportation Company Steamers.

The first tour, scheduled to leave western lines territory January 1 and 2, arriving at Jacksonville January 7, was in the nature of an experiment and was also intended to give patrons an opportunity of seeing Washington enroute to Florida.

A small display advertisement was inserted in the newspapers and a moderate itinerary issued. After one or two insertions of the advertisement the responses were so numerous and requests for space so extensive that all available accommodations were quickly disposed of, making it necessary to withdraw all advertising and arrange overflow tours to take care of the many reservations received.

Consequently, instead of one tour, several more were arranged for during January, with the result that all available space on steamer for the second and third tours scheduled for January 9 and 12, was readily disposed of without additional advertising, indicating that the route through Washington, Baltimore and



The Lincoln cover picture of our February issue was the center of this attractive travel window arranged for the Baltimore and Ohio through the courtesy of O'Neill and Company of Baltimore

via steamer is a popular and attractive one.

Additional tours were also scheduled for each Tuesday and Friday during the balance of the month of January with similar success.

The all expense plan included round trip transportation going through Washington and Baltimore,

has taken such great pains and has been so very accommodating and has gone very far beyond that which is expected of men in his position, and through his advice I have secured exactly what I desire.

"I must say



Jacksonville all—expense parties of January 13, 17, 20 and 24, taken in the shadow of the Nation's Capitol

thence steamer to Jacksonville, returning via all rail direct, berth in sleeping car to Washington, sight seeing trip at Washington, parlor car seat Washington to Baltimore, all meals enroute to Jacksonville, stateroom accommodations on steamer and a one day stopover at Savannah, enroute from Baltimore to Jacksonville. The return portion of ticket was limited to May 31, 1922, thus giving those taking advantage of this tour an opportunity of spending the winter months in the South, returning from Jacksonville at any time to suit their own convenience within the final limit of ticket.

The success of these tours insures a repetition for future winter seasons.

Smiles from Passengers

HERE are a few culled from hundreds of letters recently received from passengers unusually pleased with our service:

"I had considerable trouble in obtaining what I desired in the way of transportation for myself and family from here to San Francisco, sailing for the Philippines, I desired to go by a certain route and secure certain stop-offs, which, I was informed by all other railroads, could not be granted. None of them took the trouble to ascertain whether or not they could be granted, except your representative, who

that a man of his satisfactory manner of dealing with the public is seldom met. On account of his courtesies and his painstaking work in securing for me what I wanted, I think it is only my duty to call this matter to your attention."

* * * *

"Having just returned from a trip to Chicago over the Baltimore and Ohio, I feel constrained to put in writing my appreciation of the service rendered your patrons in your dining cars.

"I feel that the Steward on Train No. 6, is entitled to particular commendation for the efficiency of service in his car."

Safety Section

"Evrybodie Is Sure Goin Fast," Writes Engineer Harry Franks to His "Brother Bill"

By Harry Franks,
Engineer, Dayton, Ohio

DAYTON OHIO,
February 8, 1922.

Dere Bro Bill—

Thout wud rite you fue lins fer I kno you are speektin anser as 2 how I am getin along in this big citie. Wel bisnes wuz a bit bad fer a spel but it is goin good now, and looks fare to stay. The stranger in Dayton is impresed by the grate no. of rale rode tranes and autos, speccally if you are nere a railrode krossin.

They hav 2 big hospittals here, and they say they are chuk ful most the time with pepel wot get run into and run over, but it dont make any the les pepel or masheens from the pearance of things, evrybodie here is sure goin fast, the things they do fastest the most is sleepin, eatin, workin, laffin, motring and dying. Wen you kome up here nex sumer Ill pruve wot I am ritten fer ever thing is the same here winter or sumer they never slow down, and everbody semes 2 hav spead fer brekfast, diner, and super, and they dont pere 2 kare how long it lasts.

There is 2 klases of mekaniks here wot never komplane, no matter how hard worked, and fer fere you wudnt gess rite Ill naim them, dockturs and undertakers.

Everbodie is playin the game here, that is, seing how klose you kan kme 2 bein kild and not dying. Ive ben a winer so fer but you kant go 2 slepe or you luse.

You hardly ever here of any 1 here komiting sooiside, stead o turnin on the gass they walk down town and go krost a strete or 2.

I wuz standin nere a krossin wot the rale rode runs over a day or 2 ago a watchin the auto fellers racin with the tranes. It sure wuz some game and I stood tryin 2 figger out how they spected 2 win over sech odds, but wile I wuz standin there they all won cept a feller with a big masheen, and he kinda got xecited and stead goin like the devel he stoped plum on the trak. A women and him jumped out rite quick and the nex minit the engin hit the masheen rite in the

middil, there wuzent much left 2 see cept some glas and a whele or 2 lain round. I sez to a feller standin klost 2 me, say that auto feller lost his race, he noded his hed and said all fules did wot used a krossin over a rale rode fer a race trak.

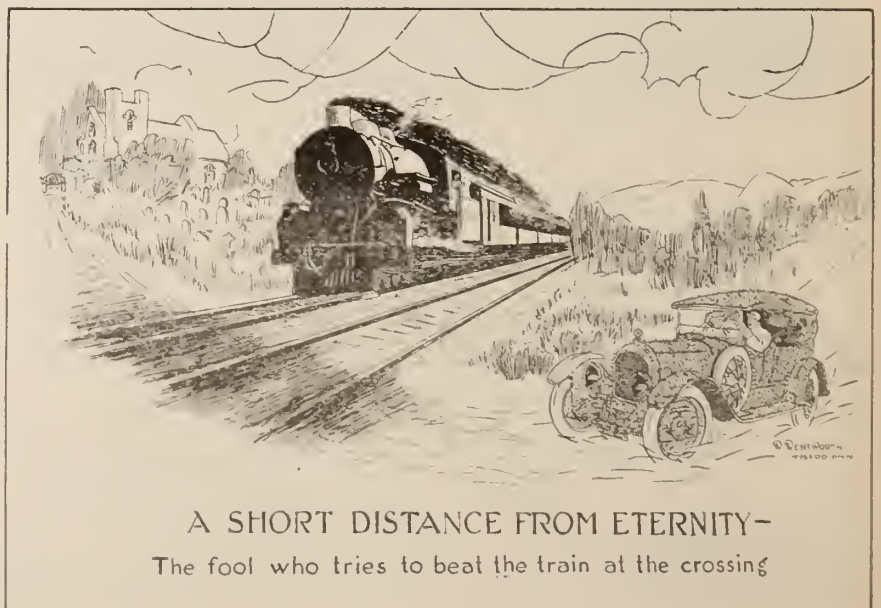
The trane stoped soon as posible, and some men clered way the reck and tuk some names and mine 2; then they gave some kinda sines and the trane went on. As soon as it wuz outa site and the kroud went away, darnd if the autos didnt komence racin again. It sure wuz xecitin and they looked like a lot of bese swarmin round a hive. There wuz a feller the rale road kompany hires 2 hold up a sine, wich sez STOP on it. I wached him a wile and konkluded I wudnt hav his plase if it pade \$100.00 a day. Wen a trane kame in site he blowd a wistel and run out to the middil of the strete holdin up that sine, and say, wot fun them auto fellers had tween there selvs tryin to run over him, and at the same time beat the trane. Wile I wuz wachin the sine man—a purty good sised feller kame klost wer I wuz standin, and tuk in the racin 2, but I kno he didnt like it by the way he

found, wen 1 auto feller didnt beat the trane far as he shud. He tuk some kards he had and rote on 1 and put it in his pocket, so I walked up 2 him and asked if he wuz makin a book on the races. He kinda laffed and sed good naterly, no I am here in the interst of the rale rode kompany 2 see if we kan edicate the auto pepel in 2 havin respekt fer ther selvs if they dont fer any 1 else. (By that I spos3 he ment if they didnt hev the luk runin over some bodie else, that he hoped they wud eskape bein injered, or kild by a trane or somthin.) He sed he mailed the kards he wuz ritten on 2 the fellers wot won there rases, but the 1 that lost his race he didnt nede any.

He rote bout 2 dozen kards wile standin side me, then akted like he wuz goin 2 leve, but kame back and sed, yung feller if ever you are fortunate enuf 2 become the oncr of a masheen I hope you will use kaution, and koncider others as you wud wish 2 be koncidered, respektin at all times rale rode krossins, fer they are xtremly dangeres and dont go krost les you kno it is safe 2 do so.

I told him I never thout much about the autos ceptin wen I sene a feller in 1. I figerd he wuz in there 2 get some plase soon as posibel, and 2 speke plane he wanted 2 get 2 ware he wuz goin as soon as he left the plase ware he wuz. He sed I figerd it bout rite, but it wudnt work kaus we are duty bound 2 respekt the law, and speccally the safety laws, and if they are akted on in a tellegent way everbodie wud konsider life worth living and aksidents wud be rair.

Then the rale rode man sed well yung feller good by and try 2 keep in mind wot I told you bout bein



A SHORT DISTANCE FROM ETERNITY—
The fool who tries to beat the train at the crossing

Cartoon by W. Wentworth, Toledo Division

kareful and konsider others as well as yourself no mater wot you are doin. I told him I liked 2 here a man talk strait out like he did and wuz much bliged fer his advise.

He left me and I went strait home so I kud rite you wile the xcitment wuz still strong in my mind.

I hope you wont hev trubel makin out the ritten and xpresions, even tho they are nue 2 you, but we want

to take in all we kan in the way of edication and not let the auto fellers get it all, bad as they nede it.

Well good by fer this time will rite later of korse that pends on me still bein a winer, and not mixin with that kroud of mekaniks I spoke of.

Hopin you are well as usal will klose from your Bro.

John.

What the No-Accident Campaign Meant to Me

By John McCracken,

Pipefitter, Wheeling Division

IT taught me the value of efficiency, and caused me to bring to the front my best mechanical ability to avoid any present or future accident; to work for the man who follows me; to have full confidence in myself that when I put my O. K. on my work slip I have nothing to regret, for my work was perfect and was done in a faithful and conscientious manner.

It caused me to watch my fellow workman to help him avoid mistakes, and at the end of each working day I felt I had performed my duty as I saw it in a friendly and helpful way.

It caused the employes to perform efficient work in every department and for each department to cooperate with one another, and for the individual mechanics to work together.

The employes in general followed the rules laid down by the Safety

Department. These can be followed first, last and at all times with forethought for our fellow workmen and the great public, as well as they can be followed for any stated period.

It has shown that the day of the "highballer" and "slacker" should be forever past on the Baltimore and Ohio Railroad; he is a pitfall and a stumbling block to his fellow workmen and his Company and the whole world in general. It has also shown that the words of one of our old American pioneers is true, "Be sure you are right and then go ahead."

It has proved what conscientious American workmen can do when put to the test of taking no chances at any time; of being sure they have done their duty before they leave the job; of taking nothing for granted and showing the American people that what was done for a stated period can be continued for an indefinite time.

Some Instances Where Safety Sense Would Have Saved Dollars and Suffering

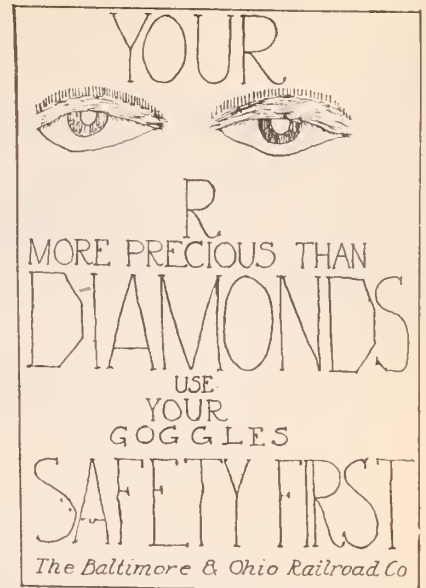
Here are some accidents on the Baltimore and Ohio which might not have been recorded if those involved had used their Safety Sense:

Cleveland Division—The crew of a helper engine were riding in a caboose when their engine helped the train over a grade. Reaching the summit, the conductor called his two brakemen. The conductor and one brakeman stepped from the platform of the caboose to the engine pilot and as the other brakeman attempted to do the same the coupling was cut and the caboose drew away from the helper engine. He held on to the caboose railing and was thrown to the ground and severely injured.

A car repairman was walking along the side of a cut of cars while another workman was driving a knuckle pin into the coupler of a car which the two men had repaired. Just as the first repairman was passing the opening between two cars, a piece of steel was broken from the pin and struck him in the eye. It was necessary for a surgeon to remove the eyeball. Goggles might have saved his sight.

Attempting to cross a flat car which was moving in a train, a laborer was injured when a ditcher on the flat car crushed him against the end of a gondola. The engine was pushing a train and gave a lurch just as the laborer passed between the ditcher and the end of the gondola, the next car in the train. This caused the ditcher to move forward and catch the man.

Newark Division—In an effort to see whether the conductor of the freight train got aboard, the fireman leaned far out of his cab and looked back to the rear end. He kept gazing in that direction until he was struck in the back by a penstock which the engine was passing. The Safety Rule says enginemen must look forward when leaning from engine cab.



*Drawn by Operator J. E. Kubes,
Patterson's Creek, W. Va.*

Be sure you are right and then go ahead full speed, but Safety First, Last, and All the Time.

Tragic—but True

ABALTIMORE AND OHIO yardmaster, over fifty years old, employed for over twenty years, respected and liked by all his fellow employes, a devoted husband and father of ten children—yet, he forgot just once during January and met a tragic death.

He had been directing the moving of a yard engine, turned his back to it for a minute and proceeded to walk away from it between the rails. The day was cold and he had his cap pulled down over his ears and the engine crept upon him and killed him, notwithstanding the frantic efforts of onlookers to attract his attention in time to save his life.

All the circumstances concerning this accident make it particularly tragic. The character of the man, his usefulness, his large family responsibilities—all these things snuffed out and a train of sorrow, misery and suffering left—just because of a moment's forgetfulness.

Isn't every effort being made for Safety on the Baltimore and Ohio worth while if we could only prevent one such appalling catastrophe? Won't you do your part every moment of the day to make repetitions of this practically impossible on our Railroad?

Song of Safety

This is in memory
Of Benjamin Pratt,
He let go of the wheel
To grab for his hat.

—Shepherdstown Register.



The Vitamin Question

Are you missing something important in your daily ration?

Note: Having concluded the publication of the articles on practical health subjects by the physicians connected with our Relief Department, from now on the Magazine will contain in each issue similar articles prepared by the Life Extension Institute. This is the largest organization of its kind in the world, having over 200,000 subscribers receiving the benefit of its medical examinations and advice. Readers of the Magazine are urged to enjoy the help which these short and authoritative monthly messages will offer. —Ed.

THE vitamin theory has been fully substantiated by laboratory experiments on animals and clinical observation of babies and adults; that is, we may confidently say that there are certain substances of unknown composition which are present in some foods and absent in others and are necessary to some extent in our diet in order to attain proper growth and maintain our tissues in a state of health. A diet that is complete in every other particular, but has been so treated that these substances have been removed, will be insufficient to maintain health. For example, we know that a diet consisting very largely of polished rice will produce the disease known as beri-beri, which formerly prevailed very widely among the Japanese and Malays. We also know that scurvy is caused in infants by insufficient quantity of milk or milk that has been artificially treated in such a way as to diminish the vitamin content.

Under what conditions is it necessary to be particularly concerned with regard to the vitamin content of our food? Under ordinary living conditions the average individual who is able and willing to eat a square meal and is within reach of ordinary markets need have no anxiety on this score. Under unusual living conditions, as in warfare, exploring expeditions, in camps, or in other places where the common range of ordinary foods is not obtainable, the matter is one of vital importance. The British Research Committee commented on the fact that in the Mesopotamian campaign British troops suffered severely because of a narrow diet consisting mostly of white bread and canned food, while the native troops

maintained good health on a diet of coarse whole wheat bread and atta or pulse.

It was formerly thought that only under very extreme conditions could vitamin deficiency exist, and in the early days of vitamin discussion, the public was continually reassured by conservative scientific authorities with regard to any possible vitamin deficiency in this country. Broader and more exact knowledge requires a change in this attitude. It is true that there is little danger of beri-beri or scurvy manifesting itself in our adult population. It is pretty well agreed, however, that infantile scurvy in varying degrees is very common and that malnutrition and retarded growth through other forms of vitamin deficiency are conditions to be reckoned with. We have previously called attention to the fact that orange juice and tomato juice not only protect against scurvy, but increase the rate of growth of human infants and other animals.

Fresh raw cabbage or "cold slaw" is rich in all known forms of vitamins. It is also valuable on account of its bulk and its minerals. A person who can eat raw cabbage and tomatoes with a relish would be very foolish to take a vitamin tablet instead.

How about the people who cannot, or think they cannot, eat raw cabbage, or spinach, or carrots; who will not drink much milk or eat fruits and green vegetables in any quantity? There are many such people, and curiously enough and unfortunately enough, it is quite common for a poorly nourished and half-starved individual to have little appetite. Dr. Clemens Pirquet, head of

the American Relief work in Austria, in his recent address in this country, has commented on the fact that it was necessary to force many of the children to eat the full ration provided. They were required to eat every scrap of the food furnished before leaving the food station, and one little Miss took a whole morning to consume her modest portion. Dr. Pirquet wisely denounced the prevalent notion that food unwillingly eaten would not be digested or afford full nourishment. These undernourished people should therefore make an honest effort to eat freely of vitamin-bearing food, such as cabbage, spinach, turnips, carrots, oranges, lemons, tomatoes, milk, eggs, whole wheat and a number of other foods.

The following is a list of inexpensive every-day foods that contain all known forms of vitamins in protective quantities:

- Tomatoes (canned and fresh)
- Cabbage
- Carrots
- Cauliflower
- Peas
- Spinach
- Turnips
- Lettuce
- Milk

A New World to Him

HE was a scared little fellow and did not know whether to cry or be brave. He was being dragged along by a great big, husky father whose impatience was only too self-evident both in the way the little chap was rushed into the office and in the tone in which he was ordered about.

The father said the boy was backward; he was way behind in school and the teacher couldn't seem to beat anything into his head. He wasn't proud to admit this, as he hadn't any fools in the family that he knew of, but as a last resort a friend had advised having the boy's eyes examined.

He was so thoroughly scared and browbeaten that it was necessary for the specialist to work very slowly and try gradually to gain his confidence. The child proved to have an unusual amount of astigmatism. He was being tried on the test types and was hesitatingly reading off letter after letter when the father, who had been fidgeting around, could contain his impatience no longer, and he broke out with, "For Heaven's sake, can't you read your letters yet? Speak up! What's the matter with you, anyway?"





"Wait a moment," the specialist said, "the boy is all right. Just let me show you how he sees those letters," and he placed before the father's eyes a pair of lenses that plainly showed how things looked to the boy with his defective vision. "Now watch, I am going to put the proper correction on your son and I want you to note the difference."

The boy was fitted with the right lenses and told again to read the letters. Without a particle of hesitancy and as naturally as any other boy would, he went over the letters from top to bottom.



"Well, I'm blowed!" was the only adequate expression his father could command, but it was easily noticed that a more tender feeling had replaced the former impatience, and we imagine there will be many future moments when thoughts of past harshness will give this man an uncomfortable remembrance. This man could appreciate the handicap put upon his boy because he had seen for himself the distortion caused by the child's astigmatism.

Parents: Do not be too quick to pass judgment on your child! You are responsible for your child's life. It is your duty to see to it that no physical defects retard his rightful heritage—health, happiness and prosperity—*Eye Conservation Council, New York.*

Railway and Locomotive Historical Society.

How many readers remember the little old locomotive and cars we used to see rolling along on the railroad? What a contrast they were to the monster engines and steel cars of today!

Some of the lovers of the old time rolling stock have formed a society to preserve old amrotypes, daguerotypes, photographs, lithographs, time tables and anything that pertains to transportation in the old days. Have any of the readers of this article any photographs of old locomotives or cars laid away up in the attic? The Railway and Locomotive Historical Society wants to preserve these photographs and this material, and will gladly welcome any contributions. Due credit will be given the donor

and the Society will gladly pay any postage or express charges.

The Society will gladly welcome to its membership anyone who is interested in the subject of early transportation in any of its phases. The bulletins frequently issued by the Society contain much material of great interest and value and it is possible to obtain them without joining, but railroad men, whether young, middle-age or retired, are welcome as well as those not in railroad service but who are interested in the early railroad transportation of this country.

Futher information can be obtained from Charles E. Fisher, 152 Harvard Street, Suite No. 8, Brookline, Mass., or from John W. Merrill, Director, 40 Kilby Street, Boston, Mass.

Railroads and Governments

THEIR RELATION IN THE UNITED STATES, 1910-1920

By Frank Haigh Dixon

Professor of Economics, Princeton University—\$2.25

THIS account and discussion of railroad operation and railroad problems in the last ten years, by one of the foremost authorities, is based upon a realization that "we have been passing through an extraordinary decade in the relations of railroads and government. More experience and experiment have been crowded into these ten years than into all the remainder of our railroad history of nearly a century."

The writer's manner in dealing with the underlying questions and in recounting the methods by which they have been answered is, considering its thoroughness, remarkably untechnical, so that the volume is easily read by the general public as well as by the student. The book traces the processes of federal regulation of railroads from 1910, the date

at which most of the treatises on transportation have dropped it, and brings the history down to the present year.

Dry Year Healthiest in American History

THE New York Times reports the conclusion of 37 leading American insurance companies that the year 1921 was the healthiest year in the history of both the United States and Canada.

The figures for the first ten months indicate a lowering of the death rate among policy holders from 9.8 in 1920 to 8.24 in 1921.

Despite the absence of Rock and Rye, pneumonia decreased 50 per cent. from 1920.

More prosperous, non-drinking Americans, however, were able to afford automobiles, with the result of 15 per cent. increase in deaths from automobile accidents.

The 37 companies supplying these figures transact about 80 per cent. of the life insurance business of the country.

There was a large decrease in deaths from tuberculosis.

Prompt Handling of Death Claim

Copy of letter received by Dr. J. E. Hurley, Medical Examiner of the Relief Department at Pittsburgh, Pa., from Mrs. Sadie Darby, widow of Daniel W. Darby, conductor, Pittsburgh Division, who died on November 21, 1921.

Pittsburgh, Pa.

December 29, 1921.

DR. J. E. HURLEY,

Dear Sir—Received check No. 97787 for \$32.50, and check No. 97788 for \$1250.00 in payment of sick benefits and death claim. I want to thank the Relief Department for prompt payment of claim.

Respectfully,
(Signed) Mrs. SADIE DARBY.





BALTIMORE AND OHIO MAGAZINE

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"I. Q."

The head of an Accounting Department on the Railroad is talking over the telephone with the chief of the Employment Bureau:

"What is the applicant's 'I. Q.'?"

"Seventy-eight," is the reply.

"Send him up right away."

And within five minutes' time the applicant for the vacant position in the Accounting Department is face to face with his new "boss," the latter understanding from the "seventy-eight" which he got from the head of the Employment Bureau, that his new man is a "find!"

They did not have the "I. Q." when you and I were in school, but they are introducing it in Baltimore schools this year and they have had it for sometime in other large cities throughout the country.

"I. Q." means "Intelligence Quotient" and, expressed arithmetically, it means the quotient obtained by dividing a man's intelligence, as evidenced by the result of his mental examination, by his age.

The examination referred to is a test worked out by experts and varies according to the education and age of the man being examined. It is like the famous Edison questionnaire, in that it embraces a wide diversity of subjects, simple mathematics, history, geography, current events and purely artificial questions designed to test a man's mental acuteness, no matter what his environment and training. Of course, it lacks the features which made Mr. Edison's questionnaire so much ridiculed.

The "I. Q." test has made good in the schools. It has already been adopted by many industrial concerns. It was used widely in the Army to grade men according to their mental equipment. It is past the experimental stage and, in the belief of the writer, it will be adopted more and more widely in the years to come, because of its absolute fairness in determining a man's mental caliber. It has the great advantage of eliminating from the examination of a man all those circumstances of environment, education and training, which might work in his favor or in his disfavor, as compared with the way they would operate in the case of another man.

If a man happens to be a wizard at figures, the test shows that, and due consideration of the fact can be made in choosing his work. He ought to do exceptionally well in the accounting department.

If his test indicates that he has an unusual knowledge of geography, and his personality does not dis-

qualify him, he has one fundamental of a good traffic solicitor.

The test may show that he has a wide range of general information, that he has an acquisitive mind. That too, should fit him to an extent for a position in which he can meet and talk intelligently with the patrons of the railroad.

His answers may show him to be a man of thorough education, one with a "trained mind," a man who has learned the greatest lesson of thinking for himself. Men who assay 100 per cent. in this respect, are rare and almost any business organization can make profitable use of them.

On the other hand his examination may show him to be woefully lacking in education yet at the same time one with an exceptionally alert and quick mind, with great keenness of perception, a good judge of character, perhaps. An opening will not be lacking to one of this type either.

If you wish to arrive at a quick, fair and comprehensive appraisal of the mental qualifications of the employees who work for or with you, look into the merit of the "I. Q." test.

A Man's Job

A man's job is his best friend. It clothes and feeds his wife and children, pays the rent, and supplies them with the wherewithal to develop and become cultivated. The least a man can do in return is to love his job. A man's job is grateful. It is like a little garden that thrives on love. It will one day flower into fruit worth while, for him and his to enjoy. If you ask any successful man the reason for his making good, he will tell you that first and foremost it is because he likes his work; indeed, he loves it. His whole heart and soul are wrapped up in it. His whole physical and mental energies are focused on it. He walks his work, he talks his work; he is entirely inseparable from his work, and that is the way every man worth his salt ought to be if he wants to make of his work what it should be, and make of himself what he wants to be.—Arthur Capper in *Trained Men*.

Two Letters

Two letters recently came to my attention and reminded me that there is a right way and a wrong way of stating an unpleasant fact. The first was issued by a man whom we will call a "bureau chief" in a big department. It was to one of his assistants, a self-respecting, cultivated, red-blooded fellow, occupying a good position and read as follows:

Date.....

Mr.....:

On account of reduction in force it will be necessary to furlough you on.....from this department of the Baltimore and Ohio Railroad.

It was signed on the typewriter with the name of the bureau chief.

The notice was received three weeks previous to the date on which the furlough was to take effect, which was reasonable time for such notice. But no personal comment or suggestion of any sort accompanied it.

The second letter was from the head of the department having under his supervision the bureau chief above mentioned, besides four or five others of equal rank. It was to a junior clerk whose work was of much less importance than the work of the man furloughed by the preceding notice, and it read as follows:

Date.....

Mr.....

Dear Sir:

I regret that on account of a reduction in force it is necessary that your position be abolished on.....

Since you have been connected with this department your work has been satisfactory and you may use this department as a reference or call on me for any help that I can give you in your efforts to secure a position elsewhere.

Will you please advise promptly if you wish to take advantage of your seniority rights so that proper steps in this respect can be taken.

Yours truly, etc.

It was signed personally by the department head.

Looked at from a very selfish Baltimore and Ohio viewpoint it does not require much gumption to determine which of these two furloughed men, on leaving the service, had the more pleasant recollection of his furlough notification. The first letter stated the unpleasant fact in about as unpleasant and cold a way as it could have been stated, and the recipient felt as if he had been flung out of the back door of the service. The second showed unmistakably the real interest which the department head took in the clerk whom he was furloughing and, chances are that the pleasant letter which he wrote modified considerably the sting of the disappointment necessarily conveyed in the letter.

There is a pleasant and an unpleasant way of doing everything we are called upon to do in our everyday work. Why not choose the pleasant way?

Please Watch Magazine Distribution

Several of our superintendents follow up the distribution of the MAGAZINE so closely that they send copies of their letters to their staff officers directing the important changes in allotment, etc., to the office of the MAGAZINE, even when these changes do not affect the main supply as it comes to them from Baltimore. We appreciate this interest and wish we could have evidence of a similar interest from every division.

It is not, of course, because the interest is not present, but simply because the machinery breaks down once in a while, when an officer from Baltimore will find in some station a package of MAGAZINES undistributed. But it is not particularly conducive to the peace of mind of the editorial staff.

We will thank every superintendent to help us make the MAGAZINE as useful as possible by seeing that it is promptly and carefully distributed under his supervision.

Orison Swett Marden, in one of his inspirational books, tells the story of a little boy who, standing on scales and being very anxious to outweigh his playmate, puffed out his cheeks and swelled up like a little frog. "Oho," cried the playmate in scorn, "that doesn't do any good; you can only weigh what you are!"

True. We can only weigh, in the world of accomplishment, what we are. Getting all puffed up over some temporary or accidental victory over fate isn't going to get us anywhere. What a man is, is stamped all over him. When he fills up his cheeks and imagines he's fooling the scales, he is fooling only himself.

Self-inflation doesn't pay.

—Jerome P. Fleishman in "Uncle Jerry Says."



Concerts from over the Mountains

My home is in Relay, that little Baltimore and Ohio village which has been so intimately connected with the history of our Railroad. I mention this not alone because Relay is a pleasant place to live in but also because the episode I am about to relate has not a little to do with location, to wit:

Seated in my living room one night recently and scanning the last bit of news in the evening paper, I had just begun to run down the article describing the programs to be given that very night by the powerful radiophone sending stations in several of the large cities of the East. Then coincidentally, the telephone rang. A neighbor in his home about half a mile from my own had called me, and said,

"We are listening to the Pittsburgh radiophone program over here. Keep the receiver at your ear and see what you get."

Already the staccato "ping" of a piano which was being played, reached me, sometimes as clearly and distinctly as if it had been in the next room. The solo was being wirelessly from the Westinghouse plant in Pittsburgh to the home of my neighbor. His telephone, in turn, was thirty feet from his receiving instrument and from there the tone was being carried fully two miles by wire from his house to the central station and thence to my own ear.

Listening on I heard the announcement of the next number on the program, a five minute address about the great Government wireless plant at Arlington, Va. Some sentences I heard without any trouble whatsoever; others were not quite so distinct.

But my friend tells me that his wireless receiving instrument is so entirely satisfactory that he never thinks any more of playing his talking machine—the concerts which he gets from over the mountains and through the air from Pittsburgh, and from other cities, are so much more novel and interesting.

We have all followed with more or less interest the development of wireless telegraphy and telephony. We recall the dramatic and epoch-making "C.Q.D." which Jack Binns sent out a number of years ago and which saved so many lives on the steamer on which he was the wireless operator. But I doubt if many of us have followed the progress of the wireless idea to the extent of knowing that it has been so wonderfully developed as illustrated by this episode.

Would you hear a great sermon on Sunday in the comfort of your own home? Would you listen to a master singer interpreting a classic from the opera? Would you be thrilled by the martial note sounded forth by a great band? Would you enjoy a lecture on the most recent progress in the field of science? These and hundreds of other educational and enjoyable privileges are the possession of those who have the radiophone.

Words fail one in trying to describe so wonderful an instrument as this and in giving due praise to the modern scientists who have made the marvel possible.



Baltimore and Ohio Girls Feature the Second Annual American Legion Carnival in Baltimore

IT has become a'most "standard practice" among a number of the social organizations on our Railroad, when they want to put an entertainment over with a bang, to turn for help to our young lady employes. So, when, in preparing the Second Annual Carnival of the American Legion in Baltimore, the representatives of Baltimore and Ohio Post 81 were asked for suggestions as to how to make the thing a big success, they recalled the pleasant experience of the Carnival in 1921 and the substantial help that the young lady employes of the Baltimore and Ohio were in that affair, and answered: "Get the girls again." Hence it happened that, at this event, staged in the enormous arched drill arena of the Fifth Regiment Armory in Baltimore, with about a dozen posts of the American Legion participating, the whole

color and atmosphere were dominated by the Baltimore and Ohio because of the presence of more than one hundred attractive girls and young ladies, in charming dresses of cretonne and with badges in the Legion colors and carrying the imprint in gold of the Baltimore and Ohio Post 81, who acted as candy sellers, cloak room attendants, in charge of refreshment booths, and as waitresses. The Legion furnished the necessary cretonne for the dresses and the girls had them made and trimmed at their own expense. Some of the most valuable publicity the affair got consisted of pictures of several of the girls as run in the *Baltimore Evening Sun*.

And how these attractive and interesting helpers did work! One little girl approached the chairman of her committee and said: "I sold seven dollars' worth of candy."

The other, surprised, answered:

"That is fine. I have already sold three dollars' worth myself but it took some tall hustling at ten cents a package. How did you do it?"

"Oh, that was easy. I simply went up to all the good looking men I saw and first tried to sell them on the merits of the candy. If they had already bought, I offered them an additional inducement in consenting to be their dancing partner for the next dance. And that worked like a charm."

Three guesses to the readers of the MAGAZINE as to which one of the young ladies pictured with this article, on page 37, was this expert purveyor of sweets!

Several of the officers in charge of the carnival remarked during the evening that the Baltimore and Ohio Post had played a leading part in the success of the carnival and this is due in major part to the activities of the girls under the able leadership of Miss Edna Blase, of the Transportation Department.

The event was a decidedly interesting one it only for the opportunity it gave those attending to see the many beautiful costumes displayed by the dancers. The prize waltz was the feature of the evening's entertainment, some of the best known dancers in Baltimore taking part and giving a delightful exhibition of this art.

The friends of the Baltimore and Ohio were "at home" in two little enclosures which had been set aside for their use. These were tastefully decorated with pictures of characteristic scenes along the Railroad and the booth also contained quite a good deal of literature issued by our Passenger Department and some copies of the



Group of Baltimore and Ohio girls from about twelve different departments, who helped Miss Edna Blase of the Transportation Department, and her lieuten-

MAGAZINE. The arrangement of this rendezvous was in charge of J. E. Teal, Operating Department. M. L. Schwartz, Valuation Department, and Louis B. Beck, of the office of Superintendent of Fuel and Loco-

motive Operation, comprised the committee representing the Baltimore and Ohio Post.

Splendid dance music was furnished by Farson's Orchestra of 30 pieces.

General Manager Scheer Addresses Baltimore and Ohio Post 81, American Legion

ON THE night of February 21 the Baltimore and Ohio Post of the American Legion had the pleasure of having as its guest E. W. Scheer, general manager, Eastern Lines, as the fourth of a number of Baltimore and Ohio officers who have addressed the Post on railroad subjects of current interest.

Mr. Scheer gave an intensely interesting description of the present method of handling freight trains on the west end of the Cumberland Division, a method whereby during the last six months statistics indicate that over \$200,000 has been saved in wages and fuel alone, as compared with the previous method of operation over a similar period. During the same period, by reason of a decrease in the number of accidents, there was a further saving of \$81,630 in damage to locomotives, cars, tracks and structures. A complete account of this new operation will be given in an early issue of the MAGAZINE.

Mr. Scheer then spoke on other subjects of current interest and told some stories of his experiences on the Railroad. He said that he would be glad to answer any questions, and the resulting discussion was extremely interesting and enlightening. The members of the Post were particularly pleased to have Mr. Scheer stay and enjoy with them the social hour which concluded the meeting.

At the business meeting the following Resolutions Committee was appointed: C. J. Kearney, office of Superintendent Fuel and Locomotive Operation, chairman; H. T. Southerington, Valuation Department; L. A. Carl, office of Comptroller; E. M. Keene, general car foreman; and A. W. Ziegler, office of Auditor Disbursements.

A motion to the effect that a ladies' auxiliary of the Baltimore and Ohio Post 81 be organized, was unanimously carried and work was immediately started toward this end.

First Annual Dance of Transportation Department

By L. K. Burns

THE First Annual Dance of the Transportation Department Baseball Team in Baltimore on February 20, was a splendid affair and a huge success. The dance was arranged by a committee of three Transportationists: Luke Burns, chairman, "Jimmy" Smallwood and "Will" Marley, and it was due to their untiring efforts to make the affair a success that a very creditable showing was made from a financial as well as a social standpoint. The cooperation of the other departments in the Baltimore and Ohio Building greatly aided in bringing about this result.

West End Hall was selected for the event. We do not think a wiser choice could have been made to hold comfortably the 250 or more dancers present. The orchestra, which consisted of "The Melody Five," produced—as one young lady remarked—"delicious music," which sounded even more "delicious" when it played "Ten Little Fingers and Ten Little Toes" and when "Jimmy" Smallwood, who has an unusually good voice, joined in. "Tom" McCann acted as doorkeeper.

"Uncle John" Neessner, who came up with Mr. McCracken, Car Service Department, could easily be singled out after each

(Continued on page 37)



ants in "putting across" the Second Annual Carnival and Dance of the American Legion in the Fifth Regiment Armory, Baltimore, on the night of February 23



Interesting Meeting at Grafton

By W. F. Braden, Safety Representative

ONE of the most interesting meetings ever held under the auspices of the Grafton Division of the Veteran Employees' Association, took place on February 6, at Pythian Hall, Grafton. The entertainment features were under the direction of the Ladies' Auxiliary, and they were capable and energetic hostesses.

J. M. Scott, general superintendent, and B. Z. Holverstott, superintendent of the Monongah Division, were the guests of honor. There were a number of other specially invited guests who were charmed by the musical numbers rendered by members of the organization and delighted with the plentiful repast that the ladies served.

Frank M. Keane, president of the division association, opened the meeting by welcoming the guests and the members. He then announced that the meeting would be conducted according to the by-laws so that the visitors could see what the Veterans are doing for the benefit of the Baltimore and Ohio Railroad. After Chaplain W. H. Shafferman had offered prayer, the business session proceeded. When the Veterans had concluded their business meeting, Mrs. W. E. Hodel, president of the Ladies' Auxiliary, was given the gavel and the ladies then did themselves proud by the dispatch and sincerity with which they conducted their business.

At the conclusion of the business meetings, Mr. Keane announced that the ensuing program was for entertainment purposes only and a choir of a dozen voices began to sing "Silver Threads Among the Gold." This choir, under the direction of John J. Cassell, made a deep impression. At the conclusion of each chorus, a group of singers in a distant room would repeat it, giving the effect of a delicate and pleasing echo. Mrs. Mary Cannon gave a humorous reading, depicting the joys that come to a hen-pecked husband when he reaches the entrance gate to heaven. Miss Leila Ware then sang a solo.

Mrs. J. M. Garvey, vice-president of the Grand Lodge, Ladies' auxiliary, then spoke

of the benefits of membership in the organization and pictured the meaning of service and self-sacrifice, which are the predominating aims of the organization. Mrs. Otto Kinsler followed with a series of old German folk songs that were applauded to the echo.

W. F. Braden, safety representative, who had come from Baltimore to represent John T. Broderick, superintendent, Safety Department, made a short talk on the results that had been accomplished on the Monongah Division through the co-operation of the wives of the employees in safety work. He pointed out that just a year ago a safety rally had been held at Grafton, when the women pledged their aid, and, as a result, personal injuries had been reduced 41 per cent. on the division. He gave the summary for the year 1921, which showed that only one fatal accident had occurred on the division.

Mrs. Louis Raucher followed with a piano solo, playing some of the favorites of 30 years ago. The choir followed with "Old Black Joe," which was one of the musical treats of the evening. J. M. Garvey, vice-president of the Grand Lodge, then made an appeal for increased membership and diligence of service and urged the Veterans to continue to seek business for the railroad and to endeavor to render the best of service to their employers.

Mr. Holverstott made one of the best speeches of his career. He enthused the Veterans by declaring that in his 20 years around the Monongah Division he had tried to deal fairly, justly and honestly with the men he came in contact with and that he had no desire to leave this division. He said that the reputation the Baltimore and Ohio had earned was due in no small measure to the help the Veterans had given and that their greatest work lay before them in preparing the younger generation to live up to the ideals established. He declared that while a fine record in safety work had been made in 1921, one of which he personally was mighty proud, he wanted a one-hundred per cent. betterment in 1922

and that it could be accomplished if everybody helped.

The audience was laughing heartily at the witty shafts hurled by Mr. Scott. Until the time of his ascending the rostrum he had been sitting in close proximity to a roaring gas stove and he declared that it seemed that he was designedly being punished. He declared that Grafton was the city of his adoption and that it always would have a high place in his esteem. He congratulated the veterans on their accomplishment in the year and urged continued support.

While the orchestra, under the direction of Mr. Fred Clark, played some lively numbers, the Ladies' Auxiliary served tasty refreshments. Then there was an hour or so of intimate conversation, with the Veterans and their auxiliary intermingling and exchanging pleasantries and recollections.

The committee in charge of the entertainment was composed of the following: Mrs. French Helms, Mrs. Mary E. Kuhn, Mrs. Louis Raucher, Mrs. George Motter, Mrs. Charles Lewis, Mrs. Otto Kinsler, Mrs. C. O. Thayer, John J. Cassell, W. H. Shafferman, Thomas Beall, Emil Kinsler, A. Blue, William Graham, W. E. Hodel and William Clayton.

Lima Auxiliary Holds Meeting

THE Ladies' Auxiliary to the Veterans' Association of the Toledo Division entertained the Veterans and their families in Odd Fellows Hall, Lima, Ohio, on Wednesday, February 15. An enjoyable evening was spent by all.

While it was a cold night this did not interfere with the plans of those who came to this meeting. There were about 100 present and all enjoyed the program, which consisted of cards, dancing and refreshments. Schultz' Band furnished the delightful musical program. The Misses Alice and Ruth Pratt gave a piano and violin duet, which was very enthusiastically received. Miss Kathryn Cremean gave two fine piano solos; Miss Maxine Wallburg and Miss Mable Seibold gave a clever interpretation of a Persian dance. Miss Marian Wallburg sang several selections in her usual charming way. Dr. F. H. Hutchison gave a remarkable exhibition as auctioneer in disposing of a delicious cake, which had been donated by Mrs. E. J. Shenk, and also a pair of pillow cases donated by "Ed" Brennan, after he had won them in the raffle. After much spirited bidding the cake was bought by William A. Light as the highest bidder, and the pillow cases by Mrs. Richard M. Lane.

Social gatherings of this nature are planned to be held monthly, with the exception of March, when we expect to hold our annual banquet at Dayton, Ohio. To this all Veteran employees and their families in the territory adjacent to the Toledo Division have been cordially invited.

Ohio Division Veterans Hold Banquet and Organize Ladies' Auxiliary

ON Saturday January 14, over one hundred members, wives and friends of the Veterans' Association of the Ohio Division enjoyed a banquet at the Warner Hotel, Chillicothe, Ohio.

W. R. Moore, retiring president of the Association, acted as toastmaster in a manner that could not be excelled. After welcoming those present, he introduced Mayor Addison Minshall. Mr. Minshall spoke on behalf of the city, stating that no greater honor could be given to any man than to represent the city at a meeting of Veterans of the Baltimore and Ohio. He spoke of the things that the Road and its employees have done for the city. Trainmaster Banks was next called on, and, as a representative of Superintendent Iams who was unable to attend, welcomed visitors from other points. A. M. Davidson, assistant division engineer, and several others were called upon for remarks and responded in a pleasing manner.

Mrs. Howard, of Newark, who was present for the purpose of organizing a ladies' auxiliary of the Association, spoke on the

advantages of such an auxiliary, both to the Veterans and the ladies. Her remarks were greeted with hearty approval, and quite a number of the ladies present signed the cards, showing their willingness toward assisting in forming such an organization.

Mr. Moore then introduced G. W. Plumly, division operator, the newly elected president for the ensuing year. Mr. Plumly spoke of the organization, its ideals and aims, and of the wish of the members to make it one hundred per cent. on the Ohio Division. This can and will be done by all members taking an active interest.

Later Mrs. D. D. Sheets, wife of engineer "Dan" Sheets, was elected as president pro tem of the newly organized Ladies' Auxiliary. About seventy-five ladies have joined the Auxiliary. They are now waiting to secure a room in which to hold their meetings, after which election of officers will be held.

With the assistance of the ladies we may now watch "things hum" toward the 100 per cent. mark, in both organizations.

posed of, the rest of the evening was devoted to social features, the Ladies' Auxiliary attending in a body.

There were recitations, solos, both vocal and instrumental, contributed by the Misses Mildred Reese, Helen Young, Esther Biggs, Ethel Fullmer, Lois Durant, and Messrs. E. T. Tovey and W. J. ("Paddy") Griffin. The songbirds were accompanied by Miss Bolton and Miss Layton, while Mrs. Murray accompanied the Whalen Brothers in a saxophone duet.

The Ladies' Auxiliary served a splendid lunch which was enjoyed by all, and the evening was one of pleasure to all who were fortunate enough to be present.

Veterans' Meeting at Garrett

THE Veterans' Association, Chicago Division, held its annual meeting on December 21, at Garrett, Indiana, for the election of officers for 1922. The following officers were elected:

L. B. Hart, engineer, president; Roy McKinley, conductor, vice-president; E. E. Smith, chief clerk to division engineer, financial secretary; W. A. Clifford, agent, treasurer; Floyd Jones, passenger brakeman, delegate to Grand Association Convention; Frank Fouch, foreman machinist, alternate.

The treasurer reported the finances in a healthy condition.

President Hart called a business meeting on January 21, at which more than 100 members were present. There were representatives from Chicago, South Chicago, East Chicago, Blue Island and Hammond, as well as from points between South Chicago and Tiffin. Grand Vice-President J. M. Garvey, Grand Secretary and Treasurer James Wardley, and President E. J. Harrigan, Connellsville Division, were present

(Continued on page 45)

Gratitude from the May Family to Others in the Baltimore and Ohio Family

WE have had any number of letters from outsiders about the courtesy and kindness of our employees, but it may not be amiss to quote from the letter of a Baltimore and Ohio family, which feels grateful to its fellows for the care of a sick brother. The letter reads as follows:

Connellsville, Pa.
January 20, 1922.

Editor,
Baltimore and Ohio Magazine.

Dear Sir:—We are taking this opportunity to thank those who were so considerate of our family on a recent trip.

On January 19, my mother and I were bringing my brother home from the Hamburg Sanitarium. His condition was critical and we feared that he would not survive the journey. We telephoned Station Baggage-master R. J. Peaster beforehand, and when we arrived at the station, Mr. Peaster, with his assistant, W. C. Kuthley, had arranged everything for our comfort for the entire trip, including comfortable chairs which enabled us to keep watch over my brother at all times.

We also extend our thanks to the porters, particularly Nathan Turpin and Robert King, who were so attentive and careful in moving Edward from the ambulance to the truck and from the truck into the car. In the baggage car we were given special attention by H. S. Handy and O. E. Reynolds. Mr. R. Hill, who rode with us from Baltimore to Cumberland, showed us the

same considerate Baltimore and Ohio attention, and all of the baggagemen willingly endured the cold air in order that my brother might be kept in low temperature.

Our trip was made all the more comfortable because of the carefulness of the engineers in handling this train; this crew included Engineer W. W. Jeffries and Fireman W. W. Harward. I do not know the names of the others.

We all join in thanking these many employees who gave such kind attention to my sick brother.

(Signed) Joseph G. May, fireman,
Pittsburgh Division
Mrs. F. M. May,
L. S. May, fireman,
Connellsville Division
C. H. May,
R. C. May,
M. L. May, machinist helper.

Doings of the Pittsburgh Veterans

By E. N. Fairgrieve,
MAGAZINE Correspondent.

THE Pittsburgh Chapter, Baltimore and Ohio Veterans' Association, held its regular quarterly meeting in Odd Fellows Hall, Hazelwood, on Monday evening, January 9, with more than 300 in attendance.

After the regular business had been dis-



Marian, daughter of Mr. and Mrs. O. L. Wallburg, who sings and dances frequently at the affairs of the Veterans in Lima, O.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

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

Motive Power Department

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

Maintenance of Way Department

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

Statement of Pension Feature

Employees who were honorably retired during December, 1921, and to whom pensions were granted:

NAME	LAST OCCUPATION.	DEPARTMENT	DIVISION	YEARS OF SERVICE
Ault, Rudolph T.....	Tinner.....	Motive Power.....	Baltimore.....	42
Bragg, Joseph E.....	Blacksmith.....	Motive Power.....	Monongah.....	23
Busse, Charles H.....	Dining Car Steward.....	Dining Car.....	South Western.....	21
Cobler, Allen C.....	Carpenter.....	Motive Power.....	Chicago.....	16
Cole, Ethelbert J.....	Yard Master.....	Conducting Transportation.....	New Castle.....	31
Coughanour, James B.....	Engineer.....	Conducting Transportation.....	Connellsville.....	29
Downey, George L.....	Fireman.....	Conducting Transportation.....	Baltimore.....	47
Edmonds, Shepherd B.....	Carpenter.....	Maintenance of Way.....	Connellsville.....	30
Gartrell, Singleton G.....	Engineer.....	Conducting Transportation.....	Baltimore.....	25
Green, Henry H.....	Laborer.....	Motive Power.....	Cleveland.....	29
Hayes, Perry G.....	Trackman.....	Maintenance of Way.....	Ohio River.....	23
Helm, James A.....	Engineer.....	Conducting Transportation.....	Newark.....	45
Kelley, Frank.....	Section Foreman.....	Maintenance of Way.....	Columbus and Newark.....	14
Leibig, Joseph V.....	Trackman.....	Maintenance of Way.....	Newark.....	33
Orem, George W.....	Engineer.....	Conducting Transportation.....	Baltimore.....	40
Philbrick, John G.....	Machinist Helper.....	Motive Power.....	Chicago.....	14
Phillips, George A.....	Tool Room Attendant.....	Motive Power.....	Cleveland.....	23
Thompson, Hanson M.....	Car Tester.....	Motive Power.....	Baltimore.....	30
Walsh, Thomas C.....	Machinist.....	Motive Power.....	Illinois.....	26
White, Samuel O.....	Train Baggage-master.....	Conducting Transportation.....	Baltimore.....	38
Wolf, George W., Jr.....	Truckman.....	Conducting Transportation.....	Baltimore.....	46

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

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

The total payments since the inauguration of the Pension Feature, October 1, 1884 to December 31, 1921, amount to \$4,630,316.55.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Burns, Patrick.....	Sweeper.....	Conducting Transportation	Baltimore.....	Jan. 14, 1922.....	32
Fleming, William H.....	Engineer.....	Conducting Transportation	Baltimore.....	Jan. 28, 1922.....	44
Litchfield, John R.....	Machine Hand.....	Motive Power.....	Baltimore.....	Jan. 23, 1922.....	47
Lynch, Hiram J.....	Conductor.....	Conducting Transportation	Monongah.....	Jan. 6, 1922.....	34
Matthews, George W.....	Storekeeper.....	Stores.....	Pittsburgh.....	Jan. 16, 1922.....	21
Rupel, Alfred W.....	Yard Clerk.....	Conducting Transportation	Ohio.....	Nov. 30, 1921.....	41
Schwartz, John.....	Lampman.....	Conducting Transportation	Chicago.....	Jan. 4, 1922.....	25
Wolfe, George W.....	Trackman.....	Motive Power.....	Baltimore.....	Jan. 24, 1922.....	45

Pensioners' Roll of Honor

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

GOLDSMITH—"The Deserted Village"

J. W. Norris

J. W. Norris, pensioned brakeman, was born at Sandy Hook, Maryland, on June 11, 1853. About six years later his family moved to Martinsburg, where Mr. Norris attended school. Later the family removed to Bradysville, Md., where for six years Mr. Norris attended school.

At the age of sixteen, Mr. Norris began working with the Cumberland and Pennsylvania Railroad at Mt. Savage, Md. Five years later he went to Piedmont, W. Va., where he entered the service of the Baltimore and Ohio as fireman. A year later he returned to the Cumberland and Pennsyl-

vania, coming back to the Baltimore and Ohio as brakeman in 1880. He served in this capacity in the yards at Cumberland until the time of his retirement, December 16, 1921.

Michael A. Sheely

Michael A. Sheely, pensioned carpenter foreman, Pittsburgh, Pa., was born at Clearfield, Pa., on August 15, 1856. He entered the service of the Emlenton, Shippensville and Clarion Railroad in 1877, as carpenter helper, under William Pantan; on August 27, 1900, he was made carpenter foreman, and for fifteen years served as

foreman of bridges. In the capacity of carpenter he served the Baltimore and Ohio and its various branches for 44 years. During this time Mr. Sheely has seen many interesting changes in railroad work. He was an eye-witness to the famous Paint Creek Trestle wreck, and it was he who carried the news to the Shippensville telegraph office.

Mr. Sheely married Miss Mary Hesterman, of Shippensville. They have five children.

Henry H. Green

Henry H. Green, pensioned laborer foreman, has had an interesting career. He was born in Vermillion, Ohio, on January 4, 1851. At the age of sixteen he went sailing on the Great Lakes, before the day of the lake steamer. His first trip to Lorain was for a cargo of coal. They brought the coal to the docks in cars which held from twelve to fourteen tons. The schooner was loaded from the docks by means of wheelbarrows, an operation which took about six days. The ship on which Mr. Green sailed carried from 1000 to 1200 tons.



BALTIMORE AND OHIO STALWARTS NOW ON PENSION ROLL

Left to right, top row: Bennel Brill, J. W. Cassen, Michael A. Sheely, J. E. Bragg, Henry H. Green; Bottom row: Michael Allen, Thomas C. Walsh, George W. Wolf, S. B. Edmonds

In the Autumn of 1890 Mr. Green began work with the C. L. & W. Railroad, Lorain, Ohio, as laborer. In 1892 he was made car repairer; in 1903 he became car builder. In 1909 he was made labor foreman. This position he held until the close of the War, when he was made watchman. In 1918, he was again made labor foreman, and held this position until the time of his retirement, January 20, 1922.

Mr. Green was popularly known as "Cap" among his fellows.

George L. Downey

George L. Downey, pensioned fireman, Baltimore Division, was born in 1856. He had his first experience with the Baltimore and Ohio as a water boy for the Bridge Department, at Alberton, on July 1, 1869. He came into the regular railroad service as bridge worker in 1874. In 1877 he took a position as fireman. In 1907 he became yard engineer, and two months later he went back to firing, passenger train service. He remained in the service, firing and engineering alternately, until his health failed in 1917. He was pensioned on January 10, this year.

Samuel O. White

Samuel O. White, pensioned train baggage man, was born in Baltimore, Md., on January 27, 1856. At the age of sixteen he entered the service of the Baltimore and Ohio as messenger, Telegraph Department, under Superintendent A. G. Davis. Later, when the first dispatchers' office was opened at Lee Street, he served under Messrs. J. L. Morrow and Thomas Fitzgerald.

He entered the Transportation Department as passenger brakeman, under William E. Clements, on March 1, 1873; was promoted to passenger conductor by Trainmaster James Norris, but gave up his turn to accept the position of train baggage-master, Baltimore Division, in 1886. Ten years later he was transferred to the Philadelphia Division in the same capacity. In 1918 he was injured in a trolley car accident in Washington.

Shepherd B. Edmonds

Shepherd B. Edmonds, pensioned carpenter, was born on May 7, 1855, at Midletown, Maryland.

At the age of 14 he left school and entered the service of the Baltimore and Ohio at Piedmont, as sweeper in the shops.

In 1873 he was given charge of the iron supply for the cars. In 1876 he became apprentice in the carpenter shops, and at the end of three years he entered the Maintenance of Way Department, where he remained for two years. In 1882 he was rated as carpenter, Connellsville. In 1897 he was transferred to the shops at Glenwood, where he worked for six months, returning then to Connellsville. In 1918 he worked in the capacity of tinner, and in 1919 as carpenter. He held this position



Pensioned Employees: Joseph V. Leibig, Samuel O. White, George L. Downey

until he was retired on a pension on November 1, 1921.

Mr. Edmonds was married to Miss Martha Parker, Piedmont, W. Va., on September 28, 1880. He has one son and a daughter.

George W. Wolf

George W. Wolf, Jr., pensioned truckman, Camden Station, Baltimore, Md., was born on January 18, 1849. In 1876 he entered the service of the Baltimore and Ohio as trucker at Camden Station. Although now 75 years old, he is still active. He never liked to be absent from work. He has a son and four daughters.

Thomas C. Walsh

Thomas C. Walsh was born on October 3, 1850, in Castle Island, County Kerry, Ireland. He attended the National School of Ireland until he was 17 years old. In September, 1868, he came to America, landing in New York. Here he obtained a position with the Stewart Express Company. In 1869 he went to Vincennes, Indiana, where he began work as a machinist apprentice with the O. & M. Railroad. Later he was promoted to machinist, and in 1885 to gang foreman. In 1884 he was made roundhouse foreman.

During the latter part of 1893, Mr. Walsh left the service to take a position as gang foreman at Pine Bluff, Arkansas. Two years later he returned to Washington, Ind., where he obtained a position with the Baltimore and Ohio. Three years later he was made gang foreman again. In 1903 he again took up the machinist trade and worked at it until the time of his retirement.

In 1871 Mr. Walsh was married to Miss Catherine O'Donahue. Seven children were born to them, two of whom have died. One son, Charles D., is now a machinist at Washington, Indiana.

Jarriet W. Casson

Jarriet W. Casson was born at Cumberland, Maryland, on January 2, 1856. He attended the schools of that place until he was 14 years old, when he entered the service of the Baltimore and Ohio as grease wiper in the old roundhouse. Several years later he was transferred to blacksmith helper. He continued in this work until 1890, when he was transferred to the Connellsville Division as fireman. In this capacity he served until ill health compelled him to give up this work and take a position as crossing watchman, in which capacity he continued until he was retired, on February 1, 1922.

Joseph E. Bragg

Joseph E. Bragg, pensioned blacksmith, was born on May 2, 1854. He was educated in the public schools. He was employed in a stone quarry, east of Grafton, W. Va., where he worked for six years. He entered the service of the Baltimore and Ohio as laborer in 1873. Shortly thereafter he entered the blacksmith department, Grafton, gaining his promotion to blacksmith in a little over four years. The greater portion of his service with the Railroad was given here, but Mr. Bragg also worked in the shops at Glenwood, Pittsburgh, Cumberland and Cincinnati.

Mr. Bragg was married to Miss Sarah Wolfe in 1878. Their four sons and Mrs. Bragg are all living.

Mr. Bragg was retired from service on January 1. He and his wife now live on a farm within a half-mile from where he was born.

Michael Aller

Michael Aller, pensioned cab and coach builder, was born on December 1, 1856. He entered the service as carpenter at Pittsburgh on November 11, 1894. In this position he served until 1913, when he was furloughed. Returning shortly afterward, he took the position of car repairer. In 1916 he became car builder, and in 1918, carpenter.

Mr. Aller spent 23 years in the North Side Shop, and two years in the shops at Pittsburgh. While working at his job, Mr. Aller got a splinter into one of his fingers, which eventually resulted in his having to have the finger amputated.

He is a long resident of North Side. Here reside many of his friends in the service of the Railroad to whom he wishes to say goodbye. He wants them to know that he still thinks of the days when he was young and able to help those who are now helping him.

Joseph V. Leibig

Joseph V. Leibig, pensioned crossing watchman, Newark Division, was born in Somerset, Ohio, on September 23, 1855. He came to the Baltimore and Ohio as trackman in 1888. On June 4, 1908, he was transferred to the position of crossing

watchman. This position he held until retired, in December last.

Bennel Brill

Bennel Brill, pensioned section foreman, Newark Division, was born on April 2, 1851, at Salesville, Ohio. He received his early education in the public schools of that community, and entered the service of the Central Ohio Railroad Company on October 10, 1872, as trackman. On October 25, 1887, he was promoted to section foreman. In this position he remained until September 1, 1920, when he was forced to give up his duties because of illness. In 1895 he received a certificate of distinction and a prize of \$25.00, which was offered by Division Engineer Lee to the section foreman having the best section west of the Ohio River.

Mr. Brill was married in January, 1872 to Miss Lazelle Osler, Batesville, Ohio. Ten children were born to them, eight of whom are now living.

In politics, Mr. Brill has always been a staunch Republican, and many of the Newark Division trainmen can testify that they have furnished Mr. Brill with several new hats as the result of the elections.

Transportation Department Dance

(Continued from Page 31)

dance by the group that gathered round him, mostly made up of mine rating clerks. Indeed, he was the central attraction.

George Loeblein, who had never been on a public dance floor before (?), displayed much bravery when he falteringly asked for a dance, although I do believe he half prayed that it would be refused. But no such luck, for his fair partner was Genevieve McCann, or rather Mrs. Kabernagle; however, we were doomed to disappointment for they got on surprisingly well. And Miss Hett-rich, who is rather diminutive, was game enough to dance with Mr. Collins, who is exactly twice her size.

All went well to the very end, even though several hats were exchanged in the men's cloakroom. However, everything was straightened out and everybody went home happy, early—in the morning.

Washington Auxiliary Enjoys Pleasant Evening

WASHINGTON Auxiliary No. 13, assisted by the Veterans, enjoyed a pleasant evening on January 27, with a good attendance.

An interesting talk was given by M. M. Hurlihy of the St. Louis Division, who is a Veteran, and who told of the advance of many of our officials from the ranks, men who are now Veterans. Mr. Kehoe told of the benefits of the ladies' organization, and Frank Evans, retired engineer, and past president of the Veterans, gave an outline of the Ladies' Auxiliary and impressed upon

those present that the membership should include all of the wives of the Veterans.

A fine musical programme was rendered by the Harrod sisters, Miss Lucile Harrod recited, refreshments of ice cream and cake were served, and card playing and dancing were indulged in until a late hour.

The evening was enjoyed by all present, particularly by our (young?) brother "Con" Haffey who, when the music stopped, kept things moving by executing a pigeon wing, to everybody's amusement.

Michael and Dennis Hallihan, Brothers, Together in Ser- vice for Thirty-seven Years

MICHAEL J. HALLIHAN, passenger train conductor, Chicago Division, was born in Trenton, New Jersey, on August 19, 1855. He began working for the Baltimore and Ohio in 1873, with his father, who was a contractor, driving a team and holding a scraper when the Chicago Division, between Attica and Willard, was under construction.

Michael entered the service as brakeman

as soon as the road was completed. In 1879 he was promoted to freight conductor, and in 1883 to passenger conductor. This position he still holds on trains Nos. 5 and 10.

From June, 1883, until May, 1887, he ran from Chicago to Detroit, Mich., over the Baltimore and Ohio and the Wabash Railroads. When these runs were discontinued, he ran from Chicago to Wheeling, a distance of 470 miles. In 1890 another change was made, from Chicago to Willard, Ohio. This schedule is still in effect.

Dennis Hallihan, brother of Michael, who is a passenger brakeman, running with his brother, entered the service in 1885.



Three of the girls who made merry at the American Legion Carnival (see page 30). Lower, left, Margaret Davis; right, Edith Gerber; both of the Freight Traffic Department. Upper, Magdalene Lauer, office of Superintendent Motive Power, Eastern Lines

Women's Department

Edited by MARGARET TALBOTT STEVENS

The Code of a Good Sport

By Sarah Pennington

Daughter of Crossing Watchman P. M. Pennington, Polk Street, Cumberland, Md.

A LEAFLET was placed in my hands by a friend who knew that I was trying

it is necessary for him to learn the fourth commandment:

Thou shalt not be a rotten loser

He is the person who always has some feeble excuse for not winning.

The fifth commandment is usually broken because of jealousy. I remember reading of two boys, each a captain of a football team. One so despised the other that he did underhand work in order to win the game. He went so far as to sprain the other's ankle. But when he had seen the mischief he had done he became ashamed, apologized to the other, and they became fast friends.

Thou shalt not take unfair advantage

One day I was speaking to a friend on the subject of "daring." I boasted that whatever anybody dared me to do, I would do it. Then the question was put to me, "Do you think a person will make any headway by doing something silly, simply because somebody else dared him to do it?"

Thou shalt not quit

The second of these commandments has been haunting me ever since I have come to the realization that it, too, is one of my faults:

Thou shalt not alibi

Why do I not speak straightforwardly instead of trying to shield my own shortcomings by not speaking out the truth? I recall the wisdom of the little verse which says:

"Speak the truth and speak it ever,
Cost it what it will,
He who hides the wrong he does
Does the wrong thing still."

As I think over this commandment I realize that each day I have some excuse for not performing my daily tasks.

I have little to say about the third commandment:

Thou shalt not gloat over winning

A true sportsman is judged by the way he receives his reward. If he takes too much glory to himself, he might rightly be called a "vain peacock."

A bad loser is he who does not realize that

The answer I find in the sixth commandment:

Thou shalt not ask odds that thou art unwilling to give

The seventh commandment is beautifully illustrated in the story of "Hans Brinker," or, "The Silver Skates." The Dutch children were going to hold a skating race. The prize was a pair of silver skates. Rachel won them, but there would have been a tie, for her brother skated equally as well. Peter, Hans' friend, had broken his skate strap, and Hans let Peter have his skates so that he might win the race for the boys. Hans must have been thinking of the seventh commandment:

Thou shalt always be ready to give thine opponent the shade

Many of us have proved ourselves guilty of violating the eighth commandment. Sometimes the loser's vain excuse is that his opponent has taken unfair advantage. A true sportsman will shake hands with his opponent and say to him in a friendly way that he will win out in the next game. A true winner will be thankful for victory, but will never brag about it. The eighth commandment is:

Thou shalt not underestimate thine opponent nor overestimate yourself

My father told me a story that illustrates the ninth commandment. A man went through all kinds of sins for the sake of money, and he kept his eyes downward all of the time. He never looked up. If he had he would have seen the guardian angel standing with a crown of gold, worth more than any money he had ever seen. I won-

Dear Women Readers:

Some morning in the early Spring, when all the birds begin to sing, and Hubby has an appetite that threatens everything in sight; then get your biggest frying pan and try this omelet on your man.

First, chop some strips of bacon fine—I like a lot of it in mine—some onions, olives, garlic, too; then add some peppers—just a few. Cook these in butter 'til well done, then set aside. Now comes the fun:

Break your eggs and beat them well—two will do at the price they sell. With salt and pepper you may cook an omelet that is bound to look as puffed and yellow, fine as gold. Now, put in all the sauce 'twill hold. Slide it from your frying pan and place before your starving man. Then get two more eggs from the shelf and make one e'er you starve yourself.

Where did I get this recipe? Well, when you travel you may see, on the dining-car of Stewart Heller, a chef named Brookins, a dark-skinned "feller." For omelets good he can't be beat. Remember him now, when you eat.

And if you have a recipe that you most like, send it to me—I'll make a rhyme that's quite as silly, but what a meal for Tom or Billy!

Yours Sincerely,

Margaret Talbott Stevens

der if this man in his dying hour thought of the words of the ninth commandment:

Remember that the game is the thing and that he who thinks otherwise is a mucker and no true sportsman

The tenth commandment made the

strongest impression on my mind of all of the ten. It speaks for itself:

*Know the game that thou playest;
for he who playeth the game
straight and hard wins
even when he loses*

It just reminds me of a saying that I have heard: "Not failure but low aim is crime."

The Girls' Club at Columbus Freight Station Lives Up to Its Name

"Get Together" Means All That the Word Implies

By Edith Roach

THE accompanying picture is of the charter members of our "Get Together" Club at Columbus. The Club was organized by the girls of the office during the war. It was their idea that we should be more friendly and sociable, not only during the work period, but during leisure hours as well; that we would benefit by knowing each other's trials and troubles, also that we might be able to rejoice in each other's hours of joy and happiness.

Toward that end, an effort was made by the girls to get all employees and their families together as often as possible, for pleasure and for mutual benefit. That we have been successful, is very evident by the increased interest that is taken in the club.

The name was just an accident, and was furnished by Mr. "Tim" Payne, who is always ready to help the girls "Get Together." Mr. Payne says a better name could not be found, for it means all employees at this station, and all are proud and happy to belong to the club.

For pleasure we plan on entertaining for all weddings, birthdays, holidays, etc.; in trouble we are also on duty. As an illustration, one of our little girls lost her position on account of reduction in force, her health failed and she was rushed to the hospital for a serious operation. She was presented with one hundred and fifty dollars as a Christmas gift.

We never have any one shirk; something is planned and everybody is notified and usually everybody attends. If cats are to be furnished, the men's wives gladly do anything to help the girls out. The men furnish the money and the girls do the planning and arrange the event. It has been a great pleasure to get acquainted with those working with us and we would like to get acquainted with those working out on the division. We give them an invitation to some of our gatherings, or better still, we would have something special for them if they would let us know.

We have a club all our own, which we have named "The Sewing Club." We meet every two weeks at the home of one of the girls. The men claim that we are making things for a hope chest, but they

have guessed wrong, as we have invited a few of the men's wives to belong and their hopes are lost. The sewing club has proved very successful as we help each other with suggestions. Generally after we have finished sewing, we have a social hour and are served with refreshments.

The girls in the picture are, left to right: back row; Misses Kathryn Funke, Hazel Cashner, Anna Brown. Second row; Misses Mary Connell, Edith Roach, Lillie Sites, Marie Brink and Bess Sites. In front; Marie Welch.

Recipes

White Cake

Contributed by Mrs. W. D. Roebuck, Lima, O.

Two scant cups granulated sugar mixed with the well beaten whites of 3 eggs; $\frac{1}{2}$ cup butter or lard, a pinch of salt. Beat all together with a fork until it looks like whipped cream. Add 1 cup cold water, 1 teaspoon vanilla; 3 level teaspoons baking powder sifted well with 3 scant cups flour.

Icing—Boil 1 cup sugar in enough water to cover. When the mixture hardens when dropped into water, remove from fire and pour into beaten white of one egg. Beat until stiff and flavor with a few drops of vanilla.

The Story of Ispahan

*An Antique Persian Rug
Seventeenth Century, Reign of Shah Abbas*

I WAS born in a Persian village, where the birds sang among the roses. Dark-haired maidens with sparkling eyes and nimble fingers tied my knots so tightly and closely that I surpass all other rugs.

There are many sizes in my family. My knots are 400 per square inch. My dyes and colors have given me a richness of such rare beauty that only one blind to the artistic could fail to utter words of praise and admiration for me. Our family usually have a few borders, one wide, one with a beautiful floral design and one narrow border on each side.

My design is the Tree of Life, and my religious belief that the branches of the tree extend over a space greater than that between the sun and earth.

About are angels more numerous than the sands of the seashore or the beds of the stream. Immortal birds fly among the branches, repeating the sublime verses of the Koran. The fruit is milder than milk and sweeter than honey, and all creatures of God's earth, if assembled there, would find sufficient sustenance.

After many months of traveling on camel back to the sea, swept by desert sand storms, scorched by the orient heat, after changing hands in fair barter in the market place, I have reached a strange country, where the people have given me splendid care. Here I am waiting until I can find a permanent home where I will be appreciated as a member of the family.

In return I would promise to give my owner joy and service for all the days to come—From "Tips and Taps" (Hutzler Brothers Co., Baltimore, Md.).



Charter members of Girls' Club at Columbus Street Freight Station

Simple and Wearable Frocks to Brighten the Season's Wardrobe

By Maude Hall

THERE are many fabrics which to trim would be equal to gilding the lily or painting the rose, but there are others designed for the rich embroideries which can be achieved with such little effort by home needleworkers, and the trimmings for these materials are deeply indebted to black for their infinite variety. The checks and plaids, not omitting the stripes and broken patterns, are ravishing with their subtle tones and textures that befit the moods of every sunny day and hour.

An unusual thing about checks and plaids is that one finds them as beautiful in tub fabrics as in the silks and woolens. One of the most charming of the new models is developed in check voile, with collar and girdle of plain satin. A rosette of self-material finishes the girdle and through this is drawn one end of the girdle. The dress is in slip-on style, being slashed toward the front from the underarm seams, with the lower edges gathered and joined to the upper edges. The sleeves are gathered into straight cuffs.

A slip-on dress of quaint loveliness is fashioned in black voile with white embroidered polka dots. Hemstitched to the lower edge of the skirt is a deep fold of white voile, the hemstitching being done with Capri-blue silk. The sleeves are lengthened with deep cuffs of the white voile, similarly treated as the hem on the skirt. The contrast is the outstanding feature of the model, yet despite this, the note of simplicity is not lessened and the dress is one which

makes a strong appeal to all who see it. For the home dressmaker, it has no difficulties which should cause hesitation.

Particularly suggested for combinations is chintz print, which frequently shares fashionable favor with the very fine sateens. The chintz prints, however, are distinguished by small figures worked out in Oriental tones of russet, coppers, dusky purples and pansy shades. An attractive frock carried out in this fabric has a panel front of dark color, corresponding with one of the tones in the figures of the chintz. The two-piece skirt is attached to a front-closing underbody and the front of the overdress is cut away to show the panel of contrasting tone. Cutting away a part of the gore leaves the front in panel effect, and the lower edges may be extended below the hem or cut even with it.

Featuring all the novelty of nineteen-twenty-twoness is a coat of light-weight wool, which finds repetition in cheviot, the knit silks, and other sports materials. It closes high to the neck, unless one prefers the other arrangement, which lays the collar flat over the shoulders and opens the fronts to form revers. The plain one-piece raglan sleeves are finished with turn-back cuffs, while the patch pockets are caught in one with the underarm seams. The narrow belt is arranged under the coat in back, slipped through openings at the underarm seams and closed in front.

The sports type is the favorite coat for general wear because of its smart simplicity.



For Twelve Years and Under

In fashion's last word for youngsters, one graduates from bloomers after six and has for a substitute pantalets similar to those featured in the sports costumes of mother and big sister. The model to the left is suitable to development in wash fabrics or light weight woolens. The lower edge of the dress and sleeves are scalloped, while the round collar has a picot edge. Medium size requires 3 yards 36-inch material.

One need not be young to show a preference for dresses which feature a manipulation of the checks or plaids, as in the second model. Cut on the bias the material forms an effective trimming for the yoke and lower edge of the skirt. The round neck finishes its argument with a smart little ribbon bow. Medium size requires 2½ yards 36-inch material.

FIRST MODEL: Pictorial 'Review CHILD'S DRESS No. 9552. Sizes, 6 to 12 years. Price, 30 cents.

SECOND MODEL: GIRL'S DRESS No. 9482. Sizes, 4 to 10 years. Price, 30 cents.



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Smart in Style and Fabric

These frocks are almost girlish in their smart simplicity. The first is fashioned in satin serge, with only a choker collar of chinchilla to sound a note of contrast. The flowing sleeves are the distinctive feature of the design, the armholes being cut down to the waist line. Medium size requires 4 yards 40-inch satin crepe.

For the second design crepe meteor is used, in a lovely shade of henna. The waist closes on the left side, and the gathered skirt is trimmed with a series of bias folds to imitate tucks. Medium size requires 4¾ yards 40-inch material.

FIRST MODEL: Pictorial Review Dress No. 9703. Sizes, 34 to 44 inches bust. Price, 35 cents.

SECOND MODEL: Dress No. 9591. Sizes, 34 to 42 inches bust and 18 to 20 years. Price, 35 cents.

Sizes of Patterns

TUNIC BLOUSE 9871. Sizes 34 to 46 inches bust and 16 to 20 years.

JUPON SKIRT 9873. Sizes 34 to 48 inches bust and 16 to 20 years.

DRESS 9840. Sizes 34 to 44 inches bust and 16 to 20 years.

DRESS 9836.—Sizes 34 to 50 inches bust.

DRESS 9926.—Sizes 34 to 48 inches bust.

DRESS 9940.—Sizes 34 to 46 inches bust.

JACKET 9917.—Sizes 34 to 42 inches bust.

DRESS 9842.—Sizes 14 to 20 years.

A Wise Mother

A WOMAN to whom four healthy boy babies were born, only to die of stomach trouble in their second year, brought with infinite care a fifth boy past the danger point and into his eighth year. Then he began to go to school, but became at once subject to attacks that no tonic or diet could help.

Finally, the mother, who had weak eyes herself, conceived the idea that her boy might be similarly affected. Her friends ridiculed the idea, but the mother, knowing

something of the subtle relation of the eyes to the rest of the body, took her son to a specialist in the nearest city.

The first day he wore glasses he said, wonderingly: "Why, Mother! Print is black, isn't it?"

"Yes, dear, what did you think it was?"

"Why, grey, and sort of mixed like, and besides, the letters look straight up and down now."

The child had a complicated defect which made it difficult for him to see things near at hand, although the eyes themselves did not seem to feel the strain. The stomach trouble vanished as if by magic.

* * *

The moral of this story is obvious. Never leave a "stone unturned" until you have discovered the cure for your child's backwardness. Very often it is defective vision.

Lesson in Home Dressmaking

Satin Crepe Makes This Frock for Informal Dinner or Theatre Wear

THE straight line is reiterated in frocks which give hints of styles for Spring.

This model for informal theater or dinner wear is developed in moonlight satin crepe, being in slipover effect with extended shoulders. One-piece sleeves gathered into bracelet cuffs may be added, if desired. The neck is in Florentine neckline. At the sides of the skirt are narrow panels which are inserted in the side seams and fall in cascade effect. If desired, the panels may be of lace or of contrasting material.

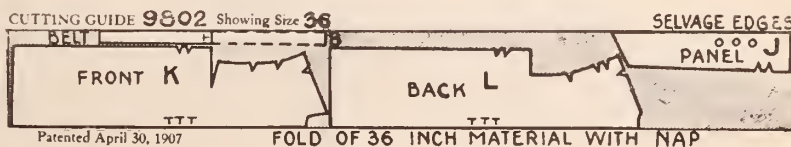
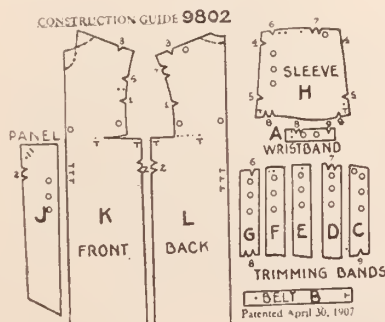
As pictured, the dress in medium size requires 3¾ yards of 36 inch crepe. Nothing could be simpler for the home dressmaker than this model, for the front and back are both seamless. Sections "K" and "L," indicating the front and back, respectively, are laid along the lengthwise fold of material, the triple "TTT" perforations resting directly on the folds. The belt, being a straight strip of material, may be cut from the crepe left after cutting the front. The panel is placed to the upper right of the back.

In cutting the neckline, follow the perforations indicating the style preferred. Then slash the front and back in from underarm edges between the small "o" perforations. Gather lower slashed edges between "T" perforations and sew to upper slashed edges with underarm edges even. Take up ¾-inch seams at underarm edges and graduate into nothing at the inner

edges of slashes. Close underarm seams as notched, leaving edges free from the large "O" perforation in back section to neck edge, and finish for closing. Turn under 6¾ inches at lower edge of dress for a hem, or finish the lower edge with scallops. If scallops are used, of course, the skirt would be cut shorter.

Next, insert panel in the underarm seam of skirt, below the slashes, matching the double notches. Form forward-turning plaits in panel, bringing the slot perforations together over the small "o" perforations and tack. Have the armholes and edges of the panels picoté for an effective finish. The belt may be one of the novelty affairs so much in vogue this season.

DRESS No. 9802. Sizes, 34 to 42 inches bust. Price, 35 cents. (Lesson in Dressmaking.)





My Dollies' Washday

*When my dollies' washday comes, I get my tubs and line,
My clothespins and my laundry bag, and all their linens fine.
My dollies have so many clothes that when they get them soiled
They have to be rubbed full of soap and boiled, and boiled and boiled.*

*And then I take each piece with care and lay it in my tub,
And where the spots have not boiled out, I rub and rub and rub.
Then at last the bluing comes, and sometimes lots of starch,
For dollies' clothes must be made stiff to stand the winds of March.*

*My clothes line is a piece of string, stretched tight between two trees,
Just where the sunbeams come to play and where the hard winds tease.
My dollies? Oh, they're safe in bed when washday comes, you see,
But they will have their clothes all back in time to dress for tea.*

Ellen's Wild Flower Garden

ELLEN was a little girl who lived far out in the country, where there were so very few neighbors that she had more companions among the flowers and woodfolk than among any other people.

One day in autumn, Ellen saw her father transplanting some wild strawberry plants from the field to the garden.

"Oh, Father," she cried, "what are you going to do with all of those wild strawberries?" Father laughed.

"When I take good care of them, plant them in rich soil, and work around them, they will grow very large. And when the berries come, they will be quite as fine as the other cultivated berries."

"Oh, oh!" exclaimed little Ellen, her eyes opening wide in astonishment, "then I wonder if you can't grow wild flowers like that?"

"I shouldn't wonder," replied her father, "Why? Do you want to try it?"

"I'd like to; but wild flowers have to grow in shady places, don't they?"

"Then why not try transplanting some next Spring? Get them from the woods and plant them under the shade of the big chestnut tree that stands above the pump and hangs over the corner of the garden. There's a fine, shady, damp place for you."

So little Ellen was overjoyed at the thought. She could hardly wait for Spring to come.

By and by the days grew very cold. Old King Winter spread his cloak of white snow over the earth. Then little Ellen knew that he was keeping the little flowers warm under the earth, and that as soon as the snow melted the flowers would begin to stir their roots.

"Father," said Ellen one day, "isn't it almost Spring?"

"Almost," replied her father. "As soon as the snow melts I shall begin to make hotbeds for my radishes and lettuce."

By and by the snow melted. Then came a bright Saturday when Father picked up his trowel and a large basket.

"Come along, Ellen," he called, "we'll see what we can find."

"Find? Oh, what do you mean? Not wild flowers?" And Ellen was so excited she could hardly find her hat and coat. Soon they were on their way.

"Yes," said her father, "I saw something this morning that you would like. Guess what?"

"Not a——violet!"

"Yes, a violet!"

"Oh, goody, goody! Where was it?"

"Stop right where you are and look down at your feet."

Ellen stopped short and looked. There, right before her very eyes was the prettiest, bluest violet she had ever seen. How beautiful it was—so beautiful that Ellen stooped right down and kissed it!

Then Father took his trowel and lifted the violet with the whole clump of buds and leaves, roots and all, and put it into the basket. Then they walked on and on through the woods. Soon they came to a whole patch of violets which were so blue that they made the whole world seem as though it might be covered with a blue carpet. They gathered lots and lots of them and picked out the prettiest clumps to bring home. Ellen made a little bouquet to take to mother. Then they started up the hill. Soon Ellen stopped quickly and

with a little cry called, "Oh, Father, I've found some bloodroots!" And sure enough, when Father came with his trowel, he found seven lovely white blossoms on their pink stalks. They gathered these into the box, being careful not to break the long roots and to leave a plenty of the woody earth around them.

"Well," declared he, "if the bloodroots are in bloom, it's time for hepaticas, too."

"Yes, and anemones—why, here are some anemones right here!"

And in a little while they had found not only anemones and hepaticas, but the lovely pink and white lady's slippers, showy orchis, Jack-in-the-pulpits, and wild geraniums. What a lovely time they had gathering them! Then they brought them home, and Ellen found that Father had dug up the ground in the corner of the garden, under the big chestnut tree, and that everything was ready for the transplanting.

They planted the violets in a little round bed, the hepaticas in a mound, the anemones and bloodroots in little circles as they grow in the woods, and the stately lady's slipper and showy orchis stood like little sentinels to guard the whole little garden. A big Jack-in-the-pulpit stood at each end and preached their sermons to the other flowers.

On the next morning when Ellen ran into the garden the flowers all seemed to be quite withered, but she watered them as her father had told her. Two days later all of the little heads save those of the blood-roots were standing straight up.

In another week they were all in full bloom again, and Ellen gathered a bouquet for the table. She tended them carefully, dug around the plants to keep the soil loosened, and when Father made the big garden he put a bit of fertilizer around Ellen's plants. She did not need to water them very often, for the ground was already damp. About once a week during the summer, long after the wild flowers had stopped blossoming, she took out her little hoe and rake and looked after her plants.

At last King Winter came again and spread his cloak of snow, and once more Ellen wished for spring to come, for she would have wild flowers right in her very own garden.

One day when the first winds of March began to blow, Ellen found not only her old plants coming up, but ever and ever so many new ones. How happy she was!

Then came the buds, and one morning in the latter part of March, Ellen found six violets, two anemones, and a whole handful of bloodroots. But what surprised her most was that the flowers were even so much larger and beautifully colored than they had been when they grew in the woods. And for weeks Ellen had beautiful flowers for the table and some for her teacher. Her little friends at school could hardly believe that wild flowers could grow so large until she told them how it happened. "Just like Father's strawberries," she said.

Ellen kept her flower garden for many

years, until she grew to be a young lady. And whenever people came to see her garden she would tell them that flowers are like little children, for they are always happier when they have someone to love them.

A Funny Story from Our School

By Grace Elizabeth Shawen,

Daughter of W. M. Shawen, telegrapher,
Baltimore, Md.

DURING the last hunting season a boy in my class was given two rabbit tails by his father. Tying them on the ends of a string, the boy put one rabbit tail up over each of his ears, making him look like Uncle Remus with his two little patches of white hair on either side of his head. When the teacher looked up from her work, the boy who sat behind would pull the string and the rabbit tails would flop out of sight so that the teacher could not see them. This silly trick kept the class laughing—when the teacher was not looking—for some time. Now whenever I see a rabbit it makes me think of this boy who sat in school with the rabbit tails over his ears.

My Pet Cow, Nellie

By Elsie Elizabeth Glanzer

Daughter of Machinist Herbert F. Glanzer,
Jessup, Md.

Nellie has a little calf
We have named her Daisy,
Every time she jumps and plays
We know she is not lazy.

Nellie has a little calf,
She's such a little one,
When we go to the stable
We're sure to have some fun.

Nellie has a little calf,
She has a little head,
Every time her mother moo-oo-ooos
She thinks it's time for bed.

Nellie has a little calf,
She's speckled brown and white,
Everything her mother does
She's sure to do it right.

Nellie has a little calf,
She is very small,
One day we took Nell away,
And she didn't like it at all.

Easter Goodies

EASTER, like Christmas, must have its sweets for the children, and home-made candies are particularly wholesome. Once upon a time, candy-making was considered an art that could be acquired by only a few, but since we have learned that most delicious candy can be made without

cooking, we are all tempted to "try our hand." The following recipe, contributed by the wife of one of our Railroad men, will be found valuable to those who make their own Easter goodies.

Easter Eggs

One pound granulated sugar, $\frac{2}{3}$ cup water.

Stir together in a saucepan and boil without stirring until when dropped from a spoon into water a very soft ball is formed. Remove from fire immediately and beat briskly until a stiff, white creamy mass is formed. This may be kept soft for several days and used as needed if put into a bowl and covered with a cloth that is kept damp.

More about Indians

How They Locked the Door

By "Bobby" Pennington

THE Indians once owned this land on which we now live. They were here when the first white people came. When Christopher Columbus landed on the Bahama Islands, the Indians were very badly frightened. They thought that Columbus and his men were gods descended from the heavens, and that his ships were birds. Columbus named the place on which he landed "San Salvador," meaning Holy Redeemer.

The Indians were separated into various tribes which inhabited different parts of the country. The higher classes of Indians lived in villages called pueblos. These were made of a number of houses clustered together under the same roof. In order to get into a pueblo it was necessary to climb a ladder, then pull the ladder up after them. But today, we lock the door. Other tribes of Indians lived in wigwams. Many and bloody were the battles that they waged against each other.

When the Pilgrims came over, they made friends of the Indians. The Indians taught them how to plant corn, to girdle trees, and to do many other things. When the har-

vests came, the Pilgrims were grateful to the Indians, and when they held their first Thanksgiving Day celebration, they invited the Indians to share it with them.

Still Have Savage Customs

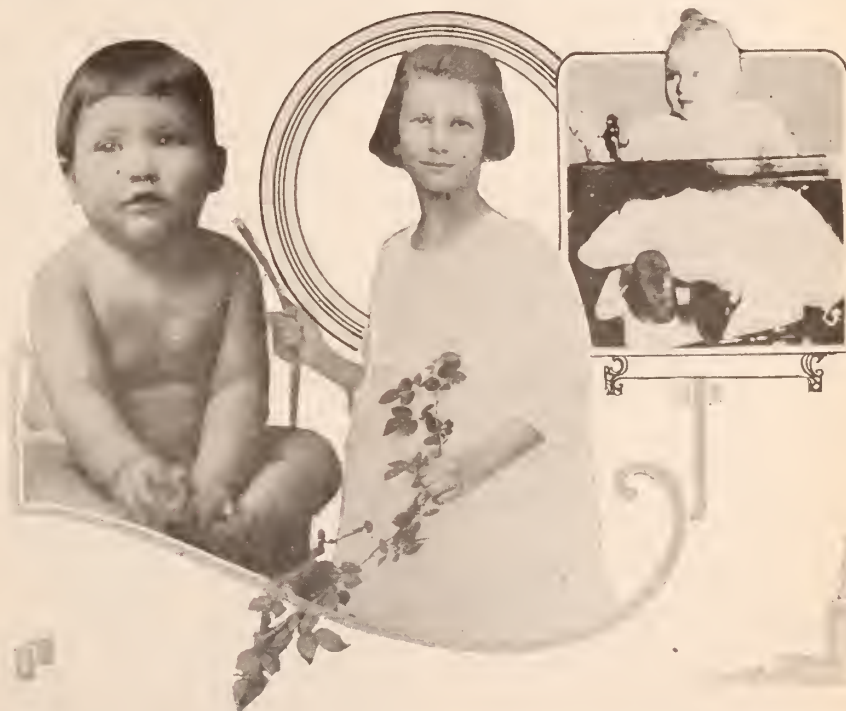
By Kathryn Hadden, Dover, Ohio

INDIANS belong to a copper-colored race of men. They have high cheek bones, coarse, straight, black hair, and small, dark eyes. They are slim and tall.

In the early days most of the Indians lived in wigwams, but some lived in houses made of elm bark. There were openings in the roofs to allow the smoke to escape.

Their weapons were bows and arrows, stone axes and tomahawks, but they obtained guns from the white men. Their clothes were of skins, particularly those of the buffalo and the deer. They painted their bodies and faces in brilliant colors and adorned their heads with feathers.

The few Indians that are now remaining in the United States have made good use of what the white men have taught them. They now go to our schools and colleges, although there are many of them to be found in the Indian territories and reservations. These live in wigwams and still have the savage customs.



ROSEBUDS THREE

Margaret Jane, little daughter of Vernon A. Lyon, ticket office, Clarksburg, W. Va.; Margaret Arbeit, Pittsburgh, Pa., Children's Page contributor; Little Danny, son of Engineer E. W. Weaver, Baltimore Division

News from Our Little Folks

HOW do you like Louise Barker's story, "The Pot of Gold?" Wouldn't it be fine to find one like it? When Louise wrote the story she said that the little girl found the pot of gold under the carpet. Well, it was a mighty big carpet or a mighty little pot of gold that she didn't notice it before she swept; so, Aunt Mary went and dug a hole in the floor under the carpet to set the pot in.

Gertrude Cassell, Morgantown, W. Va., has been so busy playing with her Christmas toys that she hasn't had time to contribute to our page, but she'll be along soon again.

Sarah Pennington, Cumberland, Md., went to sleep one night and woke up frightened almost out of her wits because a big lot of plastering had fallen on her. She thought that the roof had fallen in. Sarah has had some fine reports in her school work, although she persists in spelling "ache" a-c-k-e.

We have lots of new little folks who have entered the contest, as well as some new ones who have sent in other contributions for Our Page. All of these we shall hear from later.

Viola Anna Saltz, who lives at 830 Jefferson Avenue, Chillicothe, is saving up bread labels to get a pony. Viola Anna is only seven years old, but she writes a nice letter. If any of you little folks know what kind of bread labels these are, you might help her out, that is, if you are not saving them for yourselves.

Grace Louise Shawen, Baltimore, has written us a little story, and Elsie Elizabeth Glanzer, Jessup, Md., has written us a poem about her cow, Nellie. I am sure that you will want to read these.

"Jim" Sampsel, Jr., Washington, D. C., gave away all of his bunnies to the milkman. We s'pose "Jim's" getting too big to play with rabbits any more. First thing we know he'll be wearing long trousers and shaving off his mustache.

The Pot of Gold

By Louise E. Barker, Daughter of T. H. Barker, Storekeeper, Ivorydale, Ohio

MANY years ago there lived in a forest of England a poor woman and her only child, whose name was Elizabeth.

Elizabeth was very pretty and very kind. Her mother was a poor woman, so Elizabeth had to go out to work. One day she did not have any work to do, so she went out into the woods.

After wandering around for a long time, she spied a little hut. She knocked on the door.

"What do you want?" asked a little man, who came to the door.

"I would like to work for you," said Elizabeth.

"Well, you may work for me," he replied

So Elizabeth went in and washed the dishes and swept the floor. Then she went upstairs to the little bedroom and made the bed. After that she went downstairs and prepared the supper. When the old man came home he was well pleased.

She did this every day for a long time.

One day, after she had worked for him for about a year, she was sweeping the floor, when she noticed a great hump in the middle of the rug. What do you think it was?

She lifted the rug, and there lay a pot of gold. How happy she was when the man told her that it was her own. She thanked him and ran home to tell it to her mother. They lived happily ever after.

Dear Girls and Boys:

By the time that this issue of the MAGAZINE reaches you the "Our Town" contest will be over. At this writing it seems that we are going to have lots of little people enter it. Next month we shall give the names and pictures of the prize winners, and I shall be able to tell you all about it.

Now, let's go ahead and have lots of other nice things for our page. Let's have more poems and stories, pictures and your own photographs. Have any of you little folks ever made either flower or vegetable gardens? If you have, write and tell me all about them. What do you like to raise? What flowers do you like and why? Who knows the names of ten different wild flowers that grow in the woods nearest your home? Who can draw pictures of flowers and birds for our page? Who knows the best way for little folks to save their money? What are you going to do when you grow up to be men and women? What studies do you like best and why?

These are some of the things that some of the new little folks might like to tell me when they write. The others know all about what kinds of things we like on our pages. So, come on, everybody. There's room for all. We have about sixty or more little folks on our list who have already written stories and poems and sent in drawings for the Children's Page. Let's make it reach one hundred by the first of April.

I send you all my love.

Aunt Mary

Address:

Aunt Mary, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Maryland. (Be sure to write the full address.)

Girls and Boys—
Be sure to read "In the Realm of
the Riddle" on page 12
of this issue of the Magazine

A Little Indian Girl

By Louise Perry,
Dorsey, Md.

ONCE in the mountains there lived a little Indian girl with her father and mother. Another tribe of Indians was making war on their tribe, and the warriors were approaching the territory in which this girl and her parents lived. But the father was getting old and was no longer able to fight. He said "We shall have to find a means of escape, or we shall be shot to death."

At night they set out. They travelled at night and hid themselves during the day. At last they came to a river where lived a tribe of Indians who were peaceful with the tribe from whence they had come. They invited the old man and his family to remain with them. The old man said, "It pleases me much to stay with you." So they remained with these kind Indians for the rest of their lives.

The Three Bunnies

MANY of our little folks will want to make some of these nice little bunnies, of flannel or other material, as a gift for little brother or sister at Easter time. Their names are Pete, Ned, and Biff. Sometime Aunt Mary is going to write you a story about them. These bunnies may be made from *Pictorial Review* Transfer Pattern No. 12347, in blue or yellow, which may be had by sending your name and address and twenty cents in stamps to Aunt Mary, Baltimore and Ohio Magazine, Baltimore, Md.

The pattern contains three styles, that is, three different kinds of bunnies may be made from the one pattern, and two of each kind; six in all. These bunnies are from nine to eleven inches high and may be made from flannel, gingham, chambray, or any other material of a plain color. After they are stamped and sewed, the bunnies are stuffed as fat as you like them. A few embroidery stitches will make the eyes, noses and whiskers look like those of real bunnies. Tell mamma that these patterns may be used in applique effect on bibs, towels, little folk's aprons, and many other things that little people use. If you will hang a bell on a ribbon around Bunny's neck he will make a nice little toy for baby.



Pete, Ned and Biff

Veterans Meeting at Garrett

(Continued from page 33)

and each gave an interesting talk. W. T. Egan, delegate to Grand Convention in Baltimore, on January 5 and 6, made a favorable report. It was stated that the Grand Association had made some progress during the past year towards one of the principal objects of the Association, the Pension Feature. It was the consensus of opinion of all members present that a pension plan should be adopted with as little delay as possible, that would permit the employes to pay monthly from their wages any amount agreed upon that would allow a pensioner to live his declining years in comfort. After the meeting a banquet was served in the basement of the Christian Church under the auspices of the ladies of that church; 160 covers were laid. The menu and service were enthusiastically commended. It is needless to say that these comments only uphold the reputation that the ladies of this church have previously enjoyed.

After the banquet the Veterans retired to the auditorium of the church and enjoyed a program consisting of songs and music rendered by Brothers Floyd Jones, V. P. Snyder, Coney Schomberger and Charles Lembach; Mrs. Floyd Jones was the accompanist. Several short, interesting talks were given by various ministers of the city as well as by some of the brothers of the association. After enjoying this program the meeting adjourned at about eleven o'clock, each one expressing a desire that the "Old Vets" duplicate the occasion again early next year.

Martinsburg Veterans and Ladies' Auxiliary

Mrs. Virginia C. Taylor, Correspondent

THE merry time that we "girls and boys" had while attending the sessions of the Grand Lodge at Baltimore in January will not be forgotten soon by the folks at Martinsburg.

What fine folks our Western Veterans and their wives are! We had such a jolly time meeting them that some of us were of the opinion that we were again in our second childhood. And how our ladies from Martinsburg did enjoy it, and how they did vie with each other in boosting our splendid organization!

We, as delegates and visitors, hereby extend a vote of thanks to President Willard for his inspiring address; to Vice-President Galloway for entertaining us at the theatre party at the Academy; and to Messrs. Bowers and Sturmer for their helpful talks. We drank in every word!

Our banquet on January 26 was quite a success. With visitors from Baltimore and Cumberland, including the Cumberland Shop Band, we made merry and ate to our hearts' content.

The next thing we now have in mind is our membership campaign. There are now

about 140 members in our Auxiliary, and our goal for 1922 is 240 members. We'll get them or "bust" trying. We have the material here from which to draw; all that is necessary is for us to go after 'em. Co-operation will do the work.

To Sister Scanlon goes the heartfelt sympathy of the Ladies' Auxiliary in the death of her helpmeet. May God comfort her in her great loss and give her strength to wait—

"Wait 'til the shadows lengthen as sinks
Life's setting sun,

Until dawns that better morning when the
parted shall be one."

William H. Harrigan

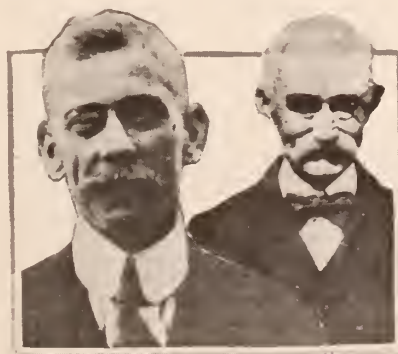
VETERANS of the Baltimore Chapter will recognize this photograph of William H. Harrigan, financial secretary of that lodge.

Mr. Harrigan first entered the service of the Baltimore and Ohio at Riverside in 1887. He is still employed at that point. He is one of the charter members of the Veterans' Association at Baltimore and was the forty-third man to sign the charter. The esteem in which he is held by his brother Veterans is evidenced by his recent re-election as financial secretary for the fourth term, without opposition. Hats off to Brother Harrigan!

John Englehart

THE accompanying picture is of John Englehart, a Veteran and pensioner. Mr. Englehart is one of the oldest residents of Dorsey, Maryland.

"Uncle John," as he is known to many of his friends, was born on February 17, 1851. He entered the service of the Baltimore and Ohio on May 3, 1882. He was pensioned at the age of 65 years. He has a pleasant home at Dorsey, where he spends his time working in his garden and in raising chickens. He is highly respected throughout the community and always has a good word for the Baltimore and Ohio. We gladly doff our hats to "Uncle John."



W. H. Harrigan, financial secretary, Baltimore Chapter, and John Englehart of Dorsey, Md.

Mr. Curren Addresses Baltimore Veterans

By J. Ross Gould,
MAGAZINE Correspondent

BALTIMORE Chapter of the Baltimore and Ohio Veterans was favored by an address from W. G. Curren, general superintendent of Transportation, at its meeting on February 6.

Mr. Curren stated that freight business on our Road showed some improvement but that passenger traffic showed a decided decrease.

Now as the writer is a Baltimore and Ohio Veteran who took some interest in the Veterans' drive for freight for our road, which added considerably to the Railroad's tonnage, I would suggest that we all start a drive, not confining it to Veterans, but that every employe of the Baltimore and Ohio use whatever influence he has with the travelling public to help boost the advantages of travelling by the Baltimore and Ohio.

Let us pull off our coats,
And work with a will:
So the Baltimore and Ohio
Will hold her place still.

Cincinnati Veterans Elect Officers

By Joseph Beel, MAGAZINE Correspondent

THE Annual meeting of the Veterans' Association, Cincinnati Terminals, was held on January 19. The following officers were elected for the new year.

J. M. Hughes, president; J. J. O'Donnell, vice-president; W. C. Owen, secretary; H. S. Howdon, financial secretary; E. A. McAvoy, treasurer; H. W. Oldenberg, sergeant at arms. Directors: C. E. Fish, L. A. Cordie, S. O. Mygatt, J. M. Burke, Thomas A. Gibbons. Delegate to next Annual Convention: H. S. Howdon.

The report of Treasurer E. A. McAvoy showed a nice balance on hand with which to commence the new year.

The Auditing Committee, consisting of Messrs. Cordie, O'Donnell and Howdon, examined the records and report our financial condition first-class.

There are a great many men who have been in the service of the Baltimore and Ohio for 20 years or more, who are not members of the Veterans' Association. We cordially invite all who are employed in the Cincinnati Terminals or who have their headquarters here, to join our chapter.

Newark Veterans Please Note

THE attention of Newark Division Veterans is called to the fact that Elmer E. Moore, air brake inspector, Newark shops, has assumed the duties of secretary during the illness of Brother John Price. Your yearly cards can be secured by writing to Mr. Moore, care Roundhouse, Newark Ohio.



Safety Roll of Honor

New York Terminals

On January 11, during a terrific northeast gale and rough seas, the following boats, tied up in slip between Piers 4 and 5, St. George, were more or less damaged: 201, 203, 317 and 335. Lines crossing them caused these boats to be thrown against a pile driver and raft loaded with piling. Had it not been for the courage displayed by Dock Foreman Robert W. Kelsey, Dock Sweeper Edward Gilbert and Lighter Captain John McWilliams, in protecting the Company's property when their own lives were in danger, the damage to the boats would have been very serious.

In recognition of the valuable service rendered in this particular case by Messrs. Kelsey, Gilbert and McWilliams, the management desires to commend them for protecting the Company's property under such dangerous conditions.

On January 24, Edwin Terwilliger, captain of tug George L. Potter, discovered lighters adrift in slip north side Pier 6, St. George. He picked up the lighters, pushed them back in the slip and made them fast. He is hereby given meritorious mention for the interest displayed in watching and protecting property.

Baltimore Division

On January 29, the day after the great snow storm which piled the drifts mountain high, O. I. Daley, car inspector, during his inspection of a westbound train, found a badly broken wheel on C. N. & W. 81158, which was almost broken in half in both sides of the wheel plate and through the flange. Inspector Daley caught this defect shortly before train was due to depart and car was cut out and shopped. The action of Inspector Daley was probably instrumental in averting a wreck on the line of road. This man was certainly "on the job" at a time and under conditions when the average man might be tempted to relax.

BALTIMORE, Md.,
January 25, 1922.

MASTER WILLIAM SCOTT,
MASTER FRANKIE MARYIANES,
Care of Operator E. J. SCOTT,
Landenberg Junction, Del.

It has been brought to my attention that while on your way home from school at about 4.00 p. m. on January 11, you found telegraph pole with wires attached, across our Landenberg Branch track, which with considerable trouble, and while storm was raging, you were able to remove, clearing the track just ahead of No. 43.

I wish to commend you for your prompt and thoughtful action in connection with this matter and to express my appreciation for your having performed an act which probably averted an accident.

Very truly yours,
(Signed) F. G. HOSKINS,
Superintendent.

BALTIMORE, MD.,
January 31, 1922.

MR. RANDOLPH CRAMPTON,
Buckeystown, Md.

Dear Sir—It is learned that you discovered a broken rail in the westbound

track west of Mile Post No. 61, at 4.00 p. m. on December 23, 1921, while driving across the track at Farm Crossing east of Buckeystown Station. You drove to Buckeystown Village and called Foreman Fisher on the telephone and advised him of the condition.

This letter is written in appreciation of the action taken by you.

Yours truly,
(Signed) F. G. HOSKINS,
Superintendent.

On January 13, while wreck train was returning to East Side after clearing the tracks of a freight wreck at Covington, Engineer Heeps, in charge of wreck crane X67, discovered broken arch bar on car upon which crane X67 was placed. Through this discovery and the careful handling of the train by Engineer Heeps and Wreckmaster Pope, the train was brought safely back to East Side.

Cumberland Division

On the evening of December 21 Foreman Rankin, Telegraph Department, while working between Hutton and Oakland, found it necessary to truck out cable, and in order to protect the movement, sent Raymond M. Nesmith, groundman, back to flag, with instructions to hold all traffic after No. 56 had passed. In going back to perform this duty Mr. Nesmith discovered a badly broken rail, which might have caused serious trouble. It was time for No. 56 to arrive, and he ran on back, flagging the train. The division engineer and supervisor happened to be on the train and the rail was repaired before train passed over.

CUMBERLAND, Md.,
February 17, 1922.

MR. I. A. THOMAS,
Postmaster,
Okonoko, W. Va.

Dear Sir—I am in receipt of advice that on the morning of February 11, while extra east 4401 was passing Okonoko station, you noted broken arch bar on C. & P. A. car No. 12692, 37th car from engine; that you took the matter up with our operator at Okonoko tower, who made arrangements to stop the train, and that car was set off at Little Cacapon.

Your interest and prompt action displayed in this instance, no doubt averted a serious accident and I wish to extend to you the appreciation of myself, as well as that of the management.

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

On February 5, Flagman F. E. Hobday, on extra 4435, west, which passed extra 4403, east, in Ambrose's Curve, observed P. & R. 85565 in the latter train, with broken spring hanger. He threw off a note to the train dispatcher as his train passed Sir John's Run. Extra 4403 was stopped at Sleepy Creek, where examination showed that spring hanger had broken and car was set off.

On February 23, while No. 94, engine 4832, stopped at Hardman for a helper,

General Foreman W. P. Cannon discovered side bearing missing, south side, east truck of C. C. C. & St. L. 54402. He immediately had repairs made and car went forward in same train. Probably averting a derailment, Mr. Cannon is commended both for his careful observance and quick action.

Connellsville Division

CONNELLSVILLE, PA.,
January 31, 1922.

O. M. BOYER,
Section Foreman,

Dear Sir—I have been advised that on January 23 you stopped No. 71 at the west end of Leith, because of brake rigging down.

Your prompt action is appreciated as you probably averted an accident.

Yours very truly,
(Signed) H. R. GIBSON,
Division Engineer.

Pittsburgh Division

On Thursday, January 19, a serious accident was narrowly averted at Glenwood Station by Storeroom Laborer C. Fredericks, when a truck, having made a delivery at Glenwood Store Room, started over the main tracks directly in front of train No. 13, engine 5062, in charge of Engineer Gregory. Mr. Fredericks noticed No. 13 approaching, ran to the driver of the truck, warning him to stop and thus prevented what might have been a serious accident. His interest in this matter is greatly appreciated.

Charleston Division

Operator Gross has been commended for noting brake rigging down on a passing freight.

Mr. T. E. Crumby, of Dorfee, found a slide on the track near that point. He flagged passenger train, and notified the crew of obstruction. Mr. G. W. Young of Clendennin, discovered a fish plate broken and end of rail loose. He notified agent, who had repairs made. Mr. H. C. Helmick, of Silica, W. Va., found a rock on the track at Mile Post 70. He notified our dispatcher by telephone and arrangements were made to clear. Mr. S. B. Bean, of Marcus, W. Va., found a broken rail near Mile Post 91; he remained at the spot some three hours and flagged No. 61, advising the crew of obstruction. All these gentlemen have been written letters of thanks by the superintendent.



Conductor W. F. Schroedetski, who was commended for discovery of broken rail. See Baltimore Terminal Division Honor Notes, February Magazine, Page 55

Superintendent Weaver of the Express Company has been requested to express appreciation to Messenger Emigh for assistance rendered at a slide on the Elk Line.

Trackman W. M. Smith, Section 13, has been commended for noting brake rigging down on baggage car of train 37.

Water Station Foreman D. D. Nicholas, Repairmen Roach, Scrivens and McCune have been commended by the Superintendent and general superintendent for assistance in clearing a slide at Strader.

A commendatory letter has been sent to the following employees for valuable assistance rendered in clearing obstructions from the main track, without waiting for arrival of section men: Conductor W. M. Young, Brakemen J. R. Fox and J. P. Swartz, Engineer R. K. Ankrum, Fireman L. B. Jones, Conductor H. B. McLaughlin, Brakemen H. G. Northcraft and C. C. Coger, Engineer L. R. Shomo, Fireman J. Buckner, Conductor B. R. Bragg, Flagman Fury, Brakemen J. Bee and R. L. Boggs, Engineer R. J. Vassar, Fireman Edward Hall, Conductor R. Shelton, Flagman McCue, Brakeman P. Bazzle, Engineer H. Murphy and Fireman A. Groves.

Brakeman J. D. Fury has again been commended, this time for noting bent axle on Baltimore and Ohio No. 97643.

Machinist C. D. Caruthers has been commended for close inspection of engine 2944.

Conductor H. E. Bragg and Flagman A. M. Malcomb have been commended for finding and repairing broken rails near Hampton and Gassaway.

The following engineers have been commended for making 100 per cent. or over in fuel performance record in January, 1922:

R. E. Murphy, H. Robinson, W. T. Spencer, W. J. Johnson, Hefner, W. T. Powell, M. Morrison, A. C. Whitecotton, J. W. Paisley, A. B. Nicholas, Hoover, Cross and Poling.

New Castle Division

On February 3 Track Foreman A. Gaski discovered brake beam down on car in No. 68. He immediately notified train crew, who had brake beam repaired, thus preventing the possibility of an accident.

On February 4, while extra east, engine 4073, was passing Lowellville, Operator L. H. Dover noticed brakes sticking on one of the cars. He notified train crew, who had train stopped and brakes released.

On January 29, while in charge of No. 82, Conductor T. J. Morrison noticed an unusual condition in the curve west of Warren, Ohio. He reported to the dispatcher that a broken rail on this curve was probably responsible for this condition. Upon examination by section men it was found that 18 inches of the ball of rail were missing, and it was necessary to make repairs before the following train could proceed.

Brakeman John Whitman, while working as brakeman on eastbound local, January 6, noticed brakes sticking on Pullman car in train No. 13. He immediately notified operator, who had train stopped and brakes released.

While extra east, engine 4098, was passing Lodi on January 5, F. R. Gault, assistant signal maintainer, noticed wheels of front truck in car sliding, and getting very hot. He notified the train crew who had train stopped and wheels released.

Conductor T. O'Leary, while in charge of extra east, engine 4125, discovered broken

rail in main track about one mile east of Chardon, Ohio. Sectionmen were notified and made the necessary repairs. Conductor O'Leary's interest in the safe operation of traffic undoubtedly averted a possible accident.

On December 11, while Leading Car Inspector Roy Frazier was making his rounds through New Castle Junction Yards, he noticed broken rail on track No. 17. He immediately notified yardmaster in order that the necessary repairs could be made.

On December 13 Car Inspector "Sam" Colella, while coupling up air hose in train, discovered broken wheel on S. F. R. D. car No. 13129. Yardmaster was notified. He had car thrown out of train, thus removing a most dangerous condition, and averting a possible accident.

All of the above named employees have been written letters of appreciation by Superintendent Stevens, and commendatory entries have been placed upon their service records.

Newark Division

About seven o'clock on Sunday morning, January 8, Operator O. M. Varner, Bridgeville, Ohio, noticed an object lying in the middle of the main track, about 100 yards east of the tower. Upon investigating he found it was a brake beam and rigging which had become detached from passing train. He removed it and while removing it, found a broken rail opposite guard rail in main track. He called attention of the section foreman at Sundale, and repairs were made. Entry has been made on Mr. Varner's record, and the Superintendent has commended him for his alertness and personal interest.

Cleveland Division

CLEVELAND, OHIO,
February 25, 1922.

W. M. WEBBER,
Operator,
Stillwater, Ohio.

Dear Sir—I understand that on February 24, when train 2nd 81, engine 4199, passed Stillwater, you noticed something wrong with Baltimore and Ohio car 26547, head car in train, and made immediate report of same to dispatcher who had train stopped at Uhrichsville and developed that car had broken arch bar. It was set out. Your careful observance in all probability averted an accident.

I presume you understand that all commendatory entries are placed on the records of our employees in red. I had an occasion to review your record recently and assure you it had a very reddish appearance. It speaks volumes for your interest and loyalty.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO,
February 9, 1922.

P. M. CARPENTER,
Brakeman,
Cleveland, Ohio.

Dear Sir—I understand that on February 4 you were brakeman on passenger train No. 48 and were riding in coach 3357 and while passing Lake Junction, noticed that car was not riding as it did leaving Chippewa Lake. You immediately notified conductor who made examination of car while stopped at east end of siding and discovered broken tread in wheel on this coach. The car was carefully watched until it arrived at Massillon, where repairs were made.

I certainly appreciate your alertness in this case, which, if not discovered and carefully watched, might have caused a serious

accident. I want to commend you and trust that you will continue to give special attention to the condition of your train at all times.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO,
February 9, 1922.

D. F. AKERS,
Agent-Operator,
Tippecanoe, Ohio.

Dear Sir—I understand that on February 8 you discovered a broken rail just west of Tippecanoe Station and that you reported it immediately. This was about half an hour before you were supposed to report for duty. We learn also that you flagged extra 4007, east, in order to prevent an accident.

I desire to express my appreciation to you for your careful observance and prompt action in this case and I have arranged to prepare proper commendatory entry to be made on your record.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO,
January 20, 1922.

P. C. STOCKER,
Engineer,
Dover, Ohio.

Dear Sir—My attention has been called to the fact that on January 11, while you were waiting at Dover for train 59, train 83, engine 4214 passed. You noticed brake beam dragging on tank of the 4214 and immediately notified engine crew who stopped train and made necessary repairs.

Your watchfulness in this case in all probability averted an accident and I want to commend you for your interest.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO,
February 3, 1922.

C. E. WOOD,
Operator,
Beach City, Ohio.

Dear Sir—I understand that on January 31 while engine 4277 west was passing Beach City, you discovered the brake rigging down on car next to engine and immediately notified Conductor Runge, who had car set off.

We appreciate your watchfulness in this case and believe that a serious accident was averted. I want to commend you and hope that you will continue to observe passing trains.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO,
January 27, 1922.

S. STANCU,
Section Foreman,
New Philadelphia, Ohio.

Dear Sir—We understand that while you were working on westbound track, one-half mile east of Reeves Crossing, on January 24, you noticed brake beam down and dragging on Baltimore and Ohio car 224673 in train of engine 4277 west. You flagged conductor on the rear end and notified him accordingly. The train was stopped and car set off.

I appreciate that if car ran much further in this condition it would have probably caused an accident. I want to commend you for your careful observance of passing trains.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

CLEVELAND, OHIO,
February 16, 1922.

C. B. BLYTHE,
Agent,
Mineral City, Ohio.

Dear Sir—I have your report of February 12 in connection with the discovery of a broken rail by you on Factory No. 5 track at Mineral City and your prompt action in notifying the section men, who had repairs made.

I want to express my appreciation to you for the way in which you handled this case. Of course, the discovery of a broken rail is always considered an important matter and I desire to commend you on your discovery.

Very truly yours,
(Signed) H. B. GREEN,
Superintendent.

Chicago Division

GARRETT, IND.,
February 7, 1922.

E. J. SMITH,
Operator, "HJ" Tower,
St. Joe, Ind.

Dear Sir—Superintendent Sollitt, of the Wabash, has informed me that at 11.05 p. m., January 29, while their train No. 67 was passing over the crossing at St. Joe, you discovered fire flying from car in train and reported the condition, which resulted in stopping of train at Spencerville and finding of hot box.

Mr. Sollitt further informs me that this is the second time recently that you have detected and reported something wrong on one of the Wabash trains passing St. Joe, and desires that I convey to you his appreciation of your watchfulness and interest. With this request I am exceedingly glad to comply.

Yours very truly,
(Signed) S. U. HOOPER,
Superintendent.

On February 1, about 7.10 a. m., Harrison Culp, track foreman, Bloomdale, noticed

hot box on eastbound train, engine 4261. He notified trainmen and repairs were made at Godsend while engine was taking water.

Ohio Division

On January 7, Switchman C. S. Michael discovered St. L. & S. F. No. 30426, empty box car in extra 2797-2725, on fire, while train was pulling through Chillicothe yard. Investigation developed that someone had started a fire on the inside of this car, which had burned hole in floor. There is no doubt that the vigilance displayed by Mr. Michael averted serious damage to the car.

Second Trick Operator C. C. Potts, Bloom Junction, while on the way to his duties, discovered broken rail in track just east of the brick yard switch at South Webster. There were about seven inches of the ball of the rail missing. He immediately located the section men and notified them of the defect. His interest in Company property and prompt action taken no doubt averted an accident.

On January 26, Operator C. M. Scott, while checking yard at Sabina, observed car with brake beam down. He made immediate report of this and repairs were made before any damage resulted.

St. Louis Division

On January 23, Brakeman Immenthun noticed brake beam dragging on Big Four car 2664, train No. 90. He immediately notified operator. Train was stopped east of Furman and brake beam removed. The car was loaded with hogs for Baltimore.

Toledo Division

On January 28, Signal Maintainer J. F. Avery, Troy, discovered a broken arch bar on E. C. C. X. tank No. 3 in train 87 passing Troy. He had train stopped and car backed in on repair track.

DAYTON, OHIO,
January 30, 1922.

M. PICCOLA,
Section Foreman,
West Middletown, Ohio.

Dear Sir—It is gratifying to note the very observing attitude on your part in detecting the dragging brake beams in extra south and No. 86, which might have caused very serious and costly derailment had it not been for your interest in endeavoring to protect Company's property as well as preventing personal injury to your fellowmen. I again wish to commend you for your very evident faithful-service.

(Signed) R. E. CHAMBERLAIN,
Division Engineer.

While we of the Baltimore and Ohio lay claim to the Railroad Safety Championship, it gives us great pleasure to commend an employe of another road for his observation and thoughtful action, which prevented a serious accident to one of our trains. Mr. Patrick Geary, crossing watchman for the Lake Erie and Western Railroad at North Street, Lima, Ohio, observed a broken arch bar on G. T. 25027 in train No. 87 on January 23. He notified the conductor and the car was set out at once.

"You've got t' git rid o' that new hired man out'n th' field, Hennery."

"Huh? Ain't he workin' right, Mary?"

"Workin'! He ain't done nothin' all this livin' mornin' but stan' out there arguin' with that scarecrow 'bout politics!"

—Richmond Times-Dispatch.

First Villager: "Hello, Aaron. Hear you've got married. What kind of a match did you make?"

Second Villager: "Well, neighbor, I didn't do as well as I expected, but to tell you the truth, I don't think she did either."

—Partners.



A GRAIN LOADING RECORD

The Locust Point Grain Elevators of the Baltimore and Ohio recently established a new loading record for the port by placing 285,000 bushels aboard ships in 13 hours. During eight hours of the same day the elevators unloaded 190,388 bushels at the rate of 24,923 bushels per hour, or 134 cars. Above is shown a panorama of the piers taken from an aeroplane. This record beats the best records made by some of the new concrete elevators. From February 15 to February 22, our elevators unloaded 989 cars



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBECK

Ninety Feet High

I take No. 509 every Sunday night returning from my week end trip from Bethlehem, Pa. As the train approaches the Susquehanna River, it reduces speed and passes over the great bridge that spans the stream. If there are strangers in the coach in which I am riding, I take pleasure in telling them some things about this feature of our line, as well as other interesting bits of information.

I generally remark that we are now crossing the Susquehanna River on a double track steel bridge erected by the Baltimore and Ohio at the time it extended its road to Philadelphia 27 years ago.

To erect a bridge over this stream, it being navigable, it was necessary to obtain permission from the U. S. Government, as well as from the State of Maryland. The bridge was constructed 90 feet high, to permit vessels to pass underneath by simply lowering the top mast. Consequently there is no draw in the structure, and delays on this account are never experienced. The bridge is considered one of the best in the country.

When the Spirit Moves

Sometimes when the spirit moves, I am going to devote the Law Department space in the MAGAZINE to the narration of some events connected with the extension of our line to the Quaker City away back in 1895. In the beginning of the enterprise, I accompanied the Hon. John Kissig Cowen, our general counsel, to Philadelphia very frequently.

Something to Remember

"Incessant conversation is not conducive to an improved vocabulary."

Effect and Affect

I am still running across stenographers who do not seem able to distinguish between the words "effect" and "affect." I wish to remark that the stenographers to whom I am alluding are not in this department. Good stenographers and file clerks are a rarity, but we have them.

Eight-Thirty on the Minute

Taking the affidavit of Assistant Comptroller F. A. Deverell the other morning, I remarked "I knew I would find you at your desk at nine," and he replied, "Eight-thirty, sir, is the hour; that is our time for beginning work in this office."

Our Annex

I find that employees located in the Annex who visit the Baltimore and Ohio Building for lunching purposes are obliged to use great haste to avoid a tardy notation against them; that there is no suitable lunching place in the vicinity of the Sutton Building, that many of the clerks there would patronize Mr. John Bopp's lunch room but for this restriction and that an additional five minutes to the lunch respite would be very acceptable and a great help.

Ties and Rails

How many ties are there in a mile of main track? 2,880. How many tons of rail are required in a mile of main track? If you calculate on 100-pound rails, 157 tons would be required.

This information was furnished me by one of our civil engineers in the building and right off the bat at that.

During Miss Henderson's illness, Miss Ethel M. Fallon occupied her desk very acceptably. She is a good stenographer, and a very polite young lady.

True Enough

"Nobody gets much farther in life than the man who so lives that everybody misses him when he goes away."

Engineering Department

Correspondent, OSWALD EDEN

By the time this issue of the MAGAZINE is in your hands the American Legion carnival and dance will be but a memory. Our office was well represented, several of the young ladies having offered their services as waitresses. And such pretty waitresses!

There was some excitement as to the damage caused by the fire which destroyed records in what is known as the "pipe space," just above us, on Saturday, February 4. On the following Monday, when we came back to work, we found that except where the water had seeped through the ceiling—and in one instance had put two electric lights out of commission—there was nothing to show that there had been a fire. (Efficiency, I call it!) Those of our department who were here at the time of the fire, according to reports, acquitted themselves very well.

I wonder what "Alf's" girl thinks of him now. For some months past he had been suffering with stys, until they became so painful that he decided to go to an optician, who accordingly prescribed glasses. So now "Alf" wears "goggles."

In our last issue mention was made of the artistic talent possessed by one of our young men, Howard F. Buffington. We also spoke of his having won a prize in a poster contest. Since then I have been able to procure a copy of this poster and also a picture of Howard, and print both for your inspection. Keep up the good work, Howard.

Our bowling league representatives are "bowling" along. While they have dropped back a bit, I am pleased to note that "Wittie Warren is once more topping the list of individual bowlers, with an average of 99. The weekly report ending February 4 shows our two teams, the chief engineer's and engineer of buildings', are fourth and fifth, respectively, with averages of 462 and 446.



Howard Buffington launches forth into the poster game—and wins a handsome prize



Meet little Jack, nephew of Miss Dorothy Zellinger, Freight Traffic Department, and Miss Mary Elizabeth, daughter of J. Irving Waters, claim prevention clerk, Freight Claim Department

Brace up, fellows! We want to go forward, not backward!

"Goggles" are becoming quite the rage in our department; no fewer than two men having decided to adorn their visages with them since they are obliged to wear "specs." If this keeps up we will all look like a "co-ed" institution.

During the latter part of February the "Count," or C. G. Schanze, as he is known, took a trip to Florida. We wonder if the object of his southern tour was matrimony.

Miss Bernat has taken up wireless and is experimenting in wave lengths. We hope that the permanent wave lengths will last longer than the recent snow.

Office of General Freight Claim Agent

Correspondent, GEORGE DOBBIN

There is always a time when the opportunity to offer congratulations is a distinct pleasure, as in this particular instance. This is a department where progress is very possible, as proven by the recent promotions of Messrs. Phillips, Jubb, MacDonald, Staubs, Bond, Shepard, Wootton and Benfer. May the future fulfill its promise of greater possibilities.

Mr. Rosensteel has left the Railroad service to enter the automotive industry on his own hook. We all wish you the best of good luck, "Rosy."

Miss Pettyjohn has decided that the automobile field is a more interesting branch of the transportation business. May success follow her.

Congratulations to Mr. and Mrs. Koehnlein! We are surely being handed a bunch of surprises these days. Helen can be numbered among the June Brides of 1921. This proves the ability of the fair sex to keep a secret. We thought the cooing of doves could almost be heard in our office now and then but we didn't suspect that the knot had already been tied. May the treasure-store of life ever keep an open house for you both.

Without official notice, the Annex must have celebrated Safety Day on the 24th of January. Every employe being equipped with a package of Life Savers.

Our friend Seidel has invented an addition to the Science of Accounting under the title of "Jewish Percentage."

If it takes four men to get Robert's flyver out of a ditch—why not stay on the highway?

Minnie (better known as Lola) celebrated Saturday, February 4, by wearing a "cake-cater" suit, "yaller" spats and derby. Attaboy, look us over!

The ex-service men of this department all expect to retire after the passage of the Federal and State "Bonus" bills. Just where they will retire has not been decided upon.

A rope ladder is recommended to our friend Lilly, so that his explorations of the subsoil on his home site will be more easily conducted.

To do a thing better than it has ever been done before should be our desire. To use the margin beyond the usual stopping point does not mean that our employer alone benefits. Proportionately, we derive the greater reward. For in this method lies the possibility of reaching the point where we set Perfection as the goal in every task. Consciously or not, we develop initiative. Other things being equal, there comes a time when we attract someone in position to appreciate and reward. Intelligent effort, beyond the point of duty, really pays.

Brother Baldwin is our expert when it comes to filling fountain pens with ink. The boys recently gave him plenty of practice. Don't let 'em kid you, "Lee."

Williamson is still undecided whether to take up ballet dancing or to go in for athletics. Did you ever see him imitate "going down the cellar stairs?"

Of course, there are days and days, but "Oh! you first and sixteenth—!"

We extend a hearty welcome to Miss Naomi Upperco and W. H. Saffel, the newest members of our department.

Freight Traffic Department

Correspondent, DOROTHY RUBENSTEIN

The dreary months of winter have almost passed, and once again nature is beginning to stir with the first approach of spring. Wonderful days are ahead—days of sunshine and air filled with the fragrance of budding flowers and trees. Just a walk in the open country fills one with the joy of living and gladness to be one of the earth's creatures.

Instead of spending an afternoon at the movies (and this is meant for those who labor in office or store) why not go by trolley or train to the city limits, then walk a few miles in the country. You will be surprised to note the good results after a few hikes of this kind, and if you are one of those mortals who dislike solitude make up a party. But whether with a crowd or alone, remember to avail yourself at the first opportunity of the sure cure for all ills, real or fancied—a walk in the sunshine of God's smile.

In line with the above, we have a suggestion to offer for the consideration of all Baltimore and Ohio employes, and that is, how about organizing a BANDO'HIKERS? This band should meet, say once a week, preferably on Saturday afternoons and take good, long hikes out into the country. Anyone wishing to join the party should notify some capable person, volunteering to take charge of the band for the spring season. In this way a closer spirit of camaraderie between the various employes could be established, thus more firmly welding together the Baltimore and Ohio family.

With the passing of the Christmas season, Cupid has awakened from his long nap and while we know of several engagements in this office, we are bound to strict secrecy. This does not prevent us from extending to the happy ones our sincerest congratulations, however.

Mail and Express Traffic Department

Correspondent, T. E. REESE

The accompanying picture is of the late Carl Borcharding, former day distributing clerk in our local mail room. Mr. Borcharding was born on September 19, 1903. He entered the Mail Room, March 11, 1920. His death occurred after a brief spell of illness at his home, Harwood, Md., on January 13, this year.

C. Hollenshade, Mail Room, phoned the office on February 6 that he had a swollen chest and would not be able to get in through the building door. Ascertaining cause thereof, it developed that his wife had presented him that morning with a little daughter. Congratulations, "Pop!"

Printing Department

Correspondent, H. R. FOGLE

Since our last issue, Correspondent O. R. Pylant has severed his connections with this department. We wish him luck in his new position.

Our old friend Hopkins has taken up his abode in a foreign country. He has moved to Woodberry.

Now comes along our handsome compositor, Joseph Josephs, with the announcement that he has joined the ranks of the benedicts. And he went an' done it while this country was in the grip of the blizzard. We wish him all the good luck in the world.

It has been rumored that A. Hardy, a foreigner from Richmond, has been looking around for a house of six rooms and bath. Guess he wants the bath to use as a fish pond, eh?

We are sorry to say that some of our comrades are still on the sick list. There have also been added some new men to our departments, one of the latest additions being our old friend, "Uncle Bill" Paper. "Babe Ruth," of soup strainer fame, has left us to take up a new field of endeavor. We wish him good luck.

What do you folks do with a fellow who goes sleighriding, hurts his leg, then forgets all about it until somebody reminds him of it? Far be it from us to poke fun at an injured person, but we wish Jack Rothman better luck next time.

Thanks to you folks who have helped us secure items for the MAGAZINE. Come on with more! There are lots of interesting happenings around the printshop.

We wonder why some of our stone hands don't use the elevator when they want to send a form down stairs, instead of throwing it down.



The late Carl Borcharding



Frankie Offutt Bond

Tariff Bureau

Correspondents, F. W. RUPPERT and C. A. WAGNER

Robert Grace, our class rate agent, who has just returned from his vacation, spent a good part of it in St. Agnes' Hospital, where an eminent cutler removed his best tonsils. We are all glad of the fact that he is again with us, none the worse for the operation. We suggest as his next step that he have his monkey glands removed in order to make our mail room desks too high for his ambitious form to adorn.

"Unconscious" Orem and "Speed King" Dougherty broke their own records recently by going the ultra-slow motion pictures one better; "Petrified Motion!" We say!

Captain John Griffith had a pleasant trip to St. Louis on Company's business. From all appearances he must have dined on bird seed—from the way he puts jazz in high opera!

Paul M. Heisey, our former draftsman, is now in the Transportation Department, after serving his term with us. "Prince" Ruppert still has a grievance on account of the unfinished draft of some wheels which, by the way, were to speed up the fastest Neostyles in existence.

NOTE—Mr. Heisey has taken unto himself a wife.

Good luck, Paul.

Marley Leatherwood—our efficiency (?) clerk—has also married and is living—or, whatever you call it—in Halethorpe, at his wife's home. What we want to know is, where is that solitary house surrounded by an individual chicken farm with a "Lizzie" to transport him to and from his main source of existence?

"Ambitious Eddy" Lynch tried stoking the boilers of our office building on February 9, but decided that junking files would suit him better. Having cleaned up all accumulated debris from our file room, he took it to the boiler room for disposal; then to complete the disposition of said debris, he fired the boilers with it. A large amount of excess heat was noticed throughout the building because of "Eddy's" expert knowledge of the steam heating system.

Telegraph Department

Correspondent, DELLA M. HAIN

Miss Frankie Offutt entered the service of the Company as a member of the Car Service Department on April 16, 1917. She

became secretary to the assistant superintendent of Telegraph on August 1, 1918, and secretary to the superintendent Telegraph on January 1, 1919. On March 1 of this year she resigned to become the wife of J. E. Bond, chief detective of the Western Maryland Railway, the wedding taking place on that day.

The regard and esteem in which she was held by all her associates in the department was well expressed by Superintendent of Telegraph Plumly, when he said of her: "An employe of exceptional ability, she coupled with this an even temperament and pleasing personality that made for her a host of friends. Lucky is the man who wins her and, though we do not know her husband well, he looks good to us, and we are sure that our cordial good wishes for them both will be realized."

Transportation Department

Correspondent, L. K. BURNS

On Saturday afternoon, February 11, a long and lasting feud as to whether the married or single men of the Transportation Department were the best duckpin bowlers, was settled. For a few weeks prior to the game there was all kinds of practicing being done at lunch hour and in the evening, but it didn't seem to do the poor single fellows any good. They lost all of the three games. However, they only fell short by 43 pins in the grand total for the three games.

The scores were as follows:

	Married Men			Av.
	1st Game	2nd Game	3rd Game	
Dienhart.....	86	108	91	95.0
Volk.....	82	87	87	85.5
Faustman.....	89	85	78	84.0
Guerke.....	106	92	95	97.7
Collins.....	87	92	92	90.3
Evans.....	91	85	99	91.7
Total.....	541	549	542	91.7

	Single Men			Av.
	1st Game	2nd Game	3rd Game	
Poole.....	86	89	87	87.4
Woods.....	84	72	89	81.7
Ackler.....	91	87	96	91.3
Marley.....	98	90	91	93.0
Roycroft.....	91	103	74	89.3
Von Wachter.....	77	84	..	80.3
James.....	..	..	100	100.0

Total..... 527 525 537 88.3

Total pins—

Married men..... 1632

Single men..... 1589

43

Messrs. Wood and James, though married, both contributed their efforts towards helping the single men out. Yes, we are beginning to run short of single men around here.

Mr. Faustman thought he was getting a little weak in the first and second games and after starting the third, called up Mr. Hardwick to help him out; however, the results of their third game look as though there were too many hands in the soup and that they made a mess out of it.

Mr. James upset 100 pins in the last game.

Our supervisor of transportation, C. J. Fellows, has gone to Miami, the popular winter resort of the South. We wish him an enjoyable trip.

Relief Department

Correspondent, H. IRVING MARTIN

The boys of our department are trying to form a baseball team and with the success they expect, will have a team on the field

about the first of May under the leadership of John Brooks. Mr. Brooks is a capable leader and with the material from which he will choose, a fast team will be the result.

Any of the departments having teams in or around Baltimore and desiring games will please communicate with Mr. Brooks.

Valuation Department

Correspondent, G. B. SAUMENIG, Accountant

We welcome to the Valuation Department L. E. Lavine, W. A. Cavey and S. E. Taylor. G. F. Clark and C. E. Smyrk, formerly of this office, are now associated with the office of Assistant Comptroller Owens. H. A. Clark, J. P. Kusa and C. H. Ringler have recently resigned from the service to take up outside employment.

Has our friend Colton lost faith in the Dalton and Monroe? Why so much use for the comptometer? There must be a good reason.

Messrs. Bolin, Warne and Merryman are working temporarily in Washington, D. C. We miss them.

One of the busiest places in the office is the desk of our cost engineer. Conferences and action are always in order. It is worth a life to force one's way to the head of the waiting line, because of reservations being made weeks in advance. There is never any dust on the visitor's chair.

There must be thrills and pleasant happenings on the morning train from Phoenix, Md. No names are mentioned. Was he lucky? You said it!

News spreads about the Valuation Department quickly. Wireless, telegraph and telephone are inventions of the past, compared with our "Larichscope."

The "Storm" of our chief draftsman's force sneaked in the other day attired in the costume of a Boy Scout. He looked queer and was bashful. Further information can be secured from him.

Gregory recently paid us a visit from Chicago. He and Pryor had a wonderful time discussing current affairs of the day.



"Fireman" Harold, seven year old son of "Brose" Hardwick, Transportation Department



This cartoon, by E. B. Pierce, is a faithful reproduction of the world renowned song birds of the Valuation Department, giving their own version of the famous selection from the opera "Lucia Di Lammermoor."

Maybe this excitement was more or less responsible for Pryor's illness in January.

Smythe recently exhibited the most wonderful and elaborate work of art ever seen. It was similar to the wall paper designs worn by the hot dog salesman at Oriole Park in the summer. He called it a shirt. This boy is setting the pace in the Bowling League and is also a brilliant baseball player.

In last month's issue of the MAGAZINE, attention of our readers was called to the strange actions of one Gover. Our prophecy has come true, he has gone and done it. He could be seen counting and recounting his money, checking bills and receipts, looking up timetables and in fact doing a thousand and one things foreign to single blessedness. On February 1, he was married to Miss Marjorie S. Topham, daughter of Mr. George Topham, a leather dealer of Washington, D. C. The ceremony was performed in the Iowa Avenue M. E. Church of that city by Rev. Harry Evaul. Mr. and Mrs. Gover left immediately after the ceremony for New York and its bright lights. This happy pair will make their home in the Dresden Apartments. We wish them happiness.

The cold weather in January worked wonders. We found out that Pilot Engineer Taylor owned an overcoat. (This item was given the correspondent by one of his force.)

Here are three facts that should not escape the attention of every employee of the Baltimore and Ohio:—

Ten per cent. of the members of the Baltimore and Ohio Glee Club are from the Valuation Department. (Good.)

Fifteen per cent. of the members of the class in Railway Accounting, which is being conducted by Assistant Comptroller Deverell, are from the Valuation Department. (Better.)

Twenty-five per cent. of the members of the Baltimore and Ohio Post of the American Legion are from the Valuation Department. (Scrumptious!)

The above is a record of which to be proud and it should inspire employees of the various departments to have even a greater representation in such interesting organizations. It would be nice to know just what the other departments are doing towards making these three organizations the best of their kind.

Now we will take our readers from the sublime to the ridiculous and in a brief way quote some improbable happenings in Room 1105:

Vorwerck smoking decent tobacco
Hannum quiet for an entire day
Brewer generously distributing candy and fruit

Renehan without a smile, distributing pay checks at 8.20 on mornings of 1st and 16th of each month

Rau not eating, accompanied by the ladies from Darley Avenue and Wayne Junction

Wilbur and Slocum smiling together
Bonney getting a price on a perimeter
Gover asking himself a question and getting a correct answer from himself

The Dolly Sisters, Equipment Pilot's expert calculators, with bobbed hair

Everybody in the office entirely satisfied with the ventilation and keeping the temperature at 68

Be sure to get a copy of next month's issue and read Valuation Department News. We always give the best.

Did you see our cartoon this month? It is good.

Auditor Coal & Coke Receipts

Correspondent, JOHN LIMPET

McClintock has invented a new mouse trap. We understand that "Mac" first cuts hole in corner of vest pocket. Next he puts a little cheese into his pocket, hangs vest in locker. Mouse follows scent of cheese creeps into pocket, falls through hole into lining of vest, and presto! Goodbye mouse.

The old "Knife and Fork League" is beginning to stir itself and take on signs of

life. Several of the new members will be watched with interest to see if any new records of endurance and capacity can be hung up. Understand "Andy Ku Ku" Bickel has made arrangements to have his false teeth sharpened for the occasion.

As a crack shot with a revolver, our "Bill" Henry proved himself a good horn blower. Understand "Bill's" home was recently visited by several robbers, and while it is true "Bill's" aim was slightly interfered with by friend wife who went ahead of him, still the noise of several shots fired in the general direction of said robbers had the desired effect and the bold, bad men beat a hasty retreat.

Standing of teams in office bowling league including games of February 7, was as follows:

	Won	Lost	Total
Pull Men	26	16	619
Royal Blues	25	17	595
Head Lights	25	17	595
Bumpers	20	22	476
Wrecking Crew	17	25	405
Tail Lights	13	29	310

Thus far the interest has been pretty keen and from the above it can be seen that it is almost anybody's race. The teams are evenly balanced and close contests have been the rule.

One of the tough breaks of the game occurred on the night of January 31, when "Red Bandana" Bickel rolled a 94 and a 95 game and they didn't count. This was because his team had postponed its games and Andy was just rolling for practice. It's a tough old world.

We expect to have at least one expert bowler in our office league before the season is over. We understand "Bill" Brauer is taking lessons from "Ike," which means the team on which "Bill" plays will be heard from before long.

Eastern Lines

Pier 22, North River, N. Y.

Correspondents, FRANK H. A. MANTHEY.
JOHN NEWMAN

We have heard that "Jimmy" Lynch has become a professor of Saxophonology. He "professes" on a tubular instrument by blowing in one end of it, causing groans to issue from the other end, groans and squeals. "Jim" used to torture the violin but an ever increasing obesity has interfered with the continuance of that exercise; but the musical urge in his soul wanted



Miss Elsie Heiderich on her way to Niagara

expression, so he took to the wind-pipe. Except for this there is nothing windy about him.

"Johnny" Duffy is the boss fiddler now, since "Lou" Winter and the aforesaid "Jim" have left the field. If there is anything lacking in J. D's technique he makes up for it by enthusiasm. At present he studies the intricacies of the higher positions under the tutelage of Prof. Hobocus of Hoboken, N. J.—The maestro tells him: "You make da fine progreso—five dollars please." (Repeated at each lesson.)

Some of the "birds of a feather" that lunch together in the southwest corner of the office sometime ago attempted to start a Choral Club. They did some trying out between mouthfuls. It would have been a success except for the lack of voices to support the fine mezzo-tinto-alto-soprano of Miss H. M., whose birdlike warbling was startling, to say the least. Her imitation of a certain domestic bird is just marvelous. "Music hath charms to soothe the savage breast" and all that, but it may, too, incite to murder, pillage and rapine.

A squirrel in a cage is "busy" running in a ring. But it won't take him anywhere nor bring him anything. As champion runner in a rut he's Johnny on the spot, He does not change the spot, the which is why HE GETS THERE—N-O-T.

Public Health Commissioner Copeland advises us to isolate ourselves from the general public at the first symptoms of Influenza, now declared to be prevalent, as a means to protect the general health by preventing spread of infection. Being all solicitous of the general welfare of the community we take his tip. If we sneeze in the morning we stay home from work. Safety first to the general public!

However, it is not always cold in New York. Sometimes it is sloppy. And when it is, the famous crossings of the Rubicon, the Alps and the Delaware have nothing on the crossing of the "Farm" in front of Pier 22. When the traffic is lively and the slush is deep it furnishes many narrow escape. One may, by sidestepping and ducking, out-general the juggernauts and escape with life, but one cannot avoid becoming stuccoed. The Jehus are no respectors of

persons; even the "Boss" has been decorated (and grinned at).

P. S.—Whisper that with nonpareil so he won't notice it.

Speaking of zero-weather, it beats the drug-store in giving color to complexions. Note the bloom on the cheek of the maidens as they arrive in the morning. Ah! And the royal purple on the terminal time-keepers nose. Alas! It is the weather solely, alas— And speaking of the drugstore *paint*, And the drugstore perfume *smell*, On a flapper they will tell What she *is* and what she *ain't*.

James P. Rooney, recently appointed boilerman apprentice, Pier 22, has qualified "cum laude." He is the first of a series of boiler-attendants who has managed to keep the office warm in zero weather. And furthermore, so the G. F. says, he is saving coal. And still furthermore, he keeps the boiler-room clean. Pride in work does it. Self-approbation and self-respect is the compensation.

Miss Sara Rolmes, erstwhile correspondent for the MAGAZINE, has returned to her desk in the Lighterage Bureau after a prolonged illness, extending over months. Happy return and best wishes!

And little Miss P. K. has resumed her old duties in the Claim Department at Pier 22, vice Miss K. P. She feels peppy after a month's sojourn in fashionable Lakewood, N. J. Being in the swim, without necessarily going near the water, is recharging the vitality batteries, like Fleischmann's yeast.

Explanation:—K. P. above referred to stands for "Kewpie", a pet-name bestowed on Miss M. G. on account of her general resemblance to that familiar and popular idol. Miss M. G. moved from the Claim Department to position of personal stenographer to chief accountant. On her moving day she was honored by her fellows in the department with a present, handed her by the chief claim clerk with a few well chosen words, such as "gone but not forgotten," that brought the blush of pleasure to the smiling face of the recipient.

Staten Island Lines

Correspondent, G. J. GOOLIC

Crew Dispatcher Joseph Lynch, St. George Yard, is receiving congratulations on the arrival of a baby girl on February 4.



Dorothy and Charles

The accompanying picture is of Dorothy Smith, age 6, and Charles Smith, age 5, children of Mrs. J. Smith, telephone operator, Pier 6, St. George.

Joseph Cangro, trainman, died of tuberculosis at his home on December 23.

If you go down to South Beach and don't find any chickens, "take a duck."

Miss Dorothy Reynolds, stenographer, Division Engineer's Office, resigned in February to accept a position with the United Marine and Fuel Corporation. Miss B. I. Heal was employed in place of Miss Reynolds. Miss Heal was employed in the Maintenance of Way Department during the latter part of 1920, and because of reduction in force, had been furloughed.

The engagement of Miss Reynolds, stenographer, Division Engineer's Office, to Irving Owens, endman, A. K. Bridge, was announced on January 28.

Baltimore Terminal Division

Correspondent, MARTHA V. FOX, Car Record Clerk

Curtis Bay

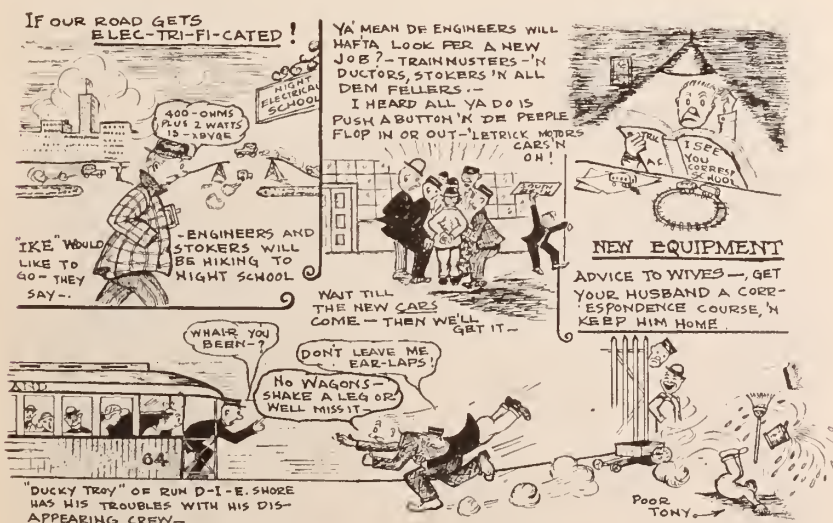
Curtis Bay has been neglected as far as news items are concerned, but nevertheless it is still on the map. It came near not being here on the Saturday of the snow-storm and it was only a miracle that it was left uncovered.

Our ever obliging gang foreman, Walter H. McKnew, was confined to his home suffering with a severe cold recently. Through careful nursing he was out again in a few days.

Assistant Car Foreman S. N. Stickels has been suffering with a bad cold and was compelled to give home remedies a test. What-ever he took had the desired effect, for he was up and around on the following day.

Miss Eleanor Spieker, who writes M. C. B. bills, seldom misses a day.

Shop forces have been increased by the addition of 45 carmen who were furloughed in December.





CAR FOREMAN'S FORCE, CURTIS BAY

Left to right, Work Checker A. L. Hirshauer; Peter Malaszewski, messenger; D. W. Dean, general clerk; Mrs. Tina Urbus, laborer; H. W. Wiese, car foreman; Miss H. Feezer, clerk; Miss Eleanor Spieker, M. C. B. clerk; S. N. Stickles, assistant car foreman

Gang Foreman Jacob Betz, formerly of Bay View, has been transferred to Curtis Bay Repair Tracks, vice F. Lewis, who has again taken up car repairing.

Locust Point

Correspondent, J. ROSS GOULD

I take great pleasure in introducing to our readers C. A. McBeth, clerk at freight office, and one of the live wires of the Railroad at Locust Point.

Mr. McBeth entered the service of the Company at Locust Point on November 16, 1914, being then 15 years of age. He was promoted to labor time clerk on August 1, 1916, then to expense distribution and tonnage clerk on November 16, 1916. On May 16, 1918, he was promoted to the position of tug dispatcher and assistant to chief floatmaster. On August 1, 1921, he was transferred to the Agent's Office in charge of car and lighterage demurrage. This position he is now filling.

His record since entering the service has been 100 per cent; he is a perfect fiend for work, and his pleasant and engaging manner has endeared him to his associates. This perhaps is responsible for his becoming a benedict on April 6, 1921.

He is a true friend of our MAGAZINE and is of great assistance in typing articles for your correspondent. May we express for him the good old Irish wish, that "his shadow may never grow less."

The great snow storm which visited our city on January 27 and 28 spread a blanket of snow to the depth of 26 inches, considerably retarding transportation; but as our beautiful city arose Phoenix-like from the ashes of our great fire of February, 1904, so we again tackled an opposite problem and soon restored transportation.

This action was especially noticed at Locust Point, where much valuable property would be in peril in case of fire.

The efforts of our genial and wide awake agent, J. M. White, assisted by all the labor he could procure, made short work of clearing all tracks and roadways into the piers and elevators, so that freight could be unloaded and delivered to steamships at the piers and broad ingress and egress provided for the city engines if needed.

This was not only a good application of the principle of "Safety First," but an admirable illustration of rapid thought and action for the Company's welfare.

Of such men as this, the Baltimore and Ohio officials are mainly composed; which enables our Road to maintain its position as a LEADER.

We were honored in having Agent A. L. Michaelson, St. George Lighterage, N. Y., as a visitor at Locust Point on February 10 and 11. His visit no doubt was to get dope

as to our unrivalled facilities for handling carload freight. As Baltimore has always been noted as a leader in industrial activi-



C. A. McBeth

ties may we hope that he has left us fully informed. In the meantime we are awaiting with pleasure another visit from this charming gentleman.

An Acrostic

Let others praise the hero,
On land or on the sea;
Your efforts in the work you know,
A-man prove you to be.
Loyal to the Grand Old Road,
That none is classed as better;
Your duty to the Baltimore and Ohio—
read the initial letter.

J. R. G.

On January 14, the S. S. Robin Gray, of the Isthmian S. S. Line, left Locust Point Piers with a cargo of 16,909,735 pounds, consisting mostly of tinplate, destined to Honolulu. This shows that the export business is on the mend. This same Company also had two other steamers during the same month which were bound for California and other points in that vicinity. Both of these carried heavy cargoes.

Travel

By JOSEPH GILBERT

The railroad track is miles away,
And the day is loud with voices speaking;
Yet there isn't a train goes by all day
But I hear its whistle shrieking.

All night there isn't a train goes by—
Though still it be for sleep and dreaming—
But I see the cinders paint the sky,
And hear the engines steaming.

My heart is warm with the friends I make,
Better friends I'll not be knowing;
Yet there isn't a train I wouldn't take,
No matter where it's going.

Mt. Clare Shops

Correspondent, MISS MOLLIE S. ALBRECHT,
Secretary to Superintendent

If you should happen to be passing Mt. Clare Shops between 12.00 o'clock and 1.00 o'clock some day, just drop in and you will see all the superintendent's office in the act of endeavoring to figure out a puzzle. That has become quite a fad in this office, although I don't believe anyone has ever puzzled out the puzzle. If they aren't engaged in figuring out puzzles, you will find several of them



Storekeeper's Department and Material Platform, Locust Point, under supervision of Car Foreman Cox and Storekeeper D. A. Barringer



Ruth, age 4 and Eleanor, age 2, granddaughters of W. E. Miles

in the midst of a heated argument on some topic of the day, so you won't want for entertainment. Stop in, and see for yourself!

No. 1 Machine Shop

The accompanying pictures are of the grandchildren of William E. Miles, material man. Ruth, age four years, is quite a jockey and recently won a prize riding this same pony. Little Eleanor is only two years old, and is just a beginner, but her grand-daddy says she will soon be able to ride as well as Ruth. We think both the kiddies, and the pony are prize-winners!

Shop Order Bureau

Everybody in this office is quite well known to Mt. Clare-ites. C. E. Bannon, chief clerk (formerly of the superintendent's office), reigns in full glory (but scant hair, which hasn't grown a bit since he left the superintendent's office). He is well supported by our old friends "Joe" Haneke and Miss Julia Pincus. "Ginger" Walters also works from this office, and as "Ginger" means "full of pep," you can see that this office is rather spicy.

Stores Department

Our old friend Stafford Bullen still is quite prominent at Mt. Clare, especially where the "fair sex" is concerned. Any evening of the week you can see this young man with at least two young ladies walking calmly along, helping the young ladies to cross streets, and in fact making himself quite useful in general. We don't know what we would do without Stafford (especially when there is ice on the ground).

Baltimore Division

Correspondent, W. H. TARR

We quote the following from G. W. Crump, extra operator, Baltimore Division: "My Brother, G. C. Crump, operator, Denver, Colorado, after spending the holidays with me, had arranged to use a railroad other than ours on his return trip. I persuaded him to use our road. After showing him what short time he could make the trip in, he decided as I planned. He left Washington on our No. 5, on January 5, and arrived Pittsburgh 9.30 p. m. on time, and Chicago 9.00 a. m. on January 6, on time. Note what his card from Chicago says: 'You are right. The Baltimore and Ohio has all of them beat a mile.' He has used all three roads between Chicago and Washington, and ought to know what he is talking about."

Mr. Crump sent his brother a post card from Pittsburgh showing the Baltimore and Ohio Depot and a card from Chicago showing the Masonic Temple, indicating time of arrival in each case. We know that when Mr. Crump pays a visit east again, he will use our line.

Washington, D. C., Freight Station

Correspondent, W. L. WHITING, Chief Clerk

That the patrons of the Baltimore and Ohio are appreciative is often exemplified by the splendid letters which are often received from them by our various officers. A recent

letter from the Stone Straw Company, Washington, makes us, who are employees at the freight station, feel that it pays to give good service.

The Stone Straw Company has always been one of the largest of a goodly number of shippers from this station. Its traffic manager, Mr. W. L. Santman, was formerly an employee of this office. This company keeps our waybill clerks busy, particularly at this season of the year, when its product is in such demand at various soda fountains throughout the country. Their fine co-operation and continued patronage show their appreciation of good service.

We had a snow storm in Washington lately that in a measure upset the usual run of affairs in the capital city. When, after a continuous performance for about 24 hours, it was found that from 24 to 30 inches of the "beautiful" had fallen, the question arose as to what was to be done with it now that we had it! As far as the Baltimore and Ohio was concerned, it was not long before an improvised plow was made and teams hitched up, and with the smallest possible delay, the team tracks at New York and

Florida Avenues were all in working condition, and things went along as smoothly as if the wintry visitation had passed us by.

One of the old time employees at this station passed to his final rest on January 31. Cyrus R. Heller entered the service of the Baltimore and Ohio in 1878, and continued in active service until the middle of 1918, a period of 40 years; during this time he filled many positions, having served as platform foreman, delivery clerk and in other positions of responsibility. In 1918 Mr. Heller, who had been ailing for some time, found that he must finally give up the fight, and he was placed on Relief. Later he was pensioned, his long and faithful service entitling him to that reward. Death claimed him at the good old age of 74 years. Mr. Heller left several children, to whom our sympathies are extended in their loss of a beloved parent.

Chief Delivery Clerk Thomas E. Frye, another of the veterans in the service, has been under the doctor's care for two or three weeks, suffering from rheumatism. He reports good progress, however, and we hope to see him at his accustomed duties soon.

Brunswick

Correspondent, R. L. MUCH, Conductor

W. O. Shields, terminal trainmaster, is back on the job after a two month's leave of absence.

J. F. Mackin, general yardmaster, has left Brunswick to resume duty in Cumberland.

A. J. Kelly, assistant to Mr. Horn, was on a tour of inspection through the Brunswick yards.

Our MAGAZINE has become very popular here and I trust a larger supply may arrive next month than heretofore.

In the accompanying picture E. W. Burch and G. M. Stitzell, conductors, when returning from a business trip to New York, are shown snapped at the base of Columbus Statue, Washington, D. C., enroute to Brunswick.

East Side, Philadelphia

Correspondent, CHARLES H. MINNICK

Our sympathies are extended to Mr. Muller, Car Foreman's Office, whose father recently passed away.

We are pleased to report that our master mechanic, J. P. Hines, is recovering from a broken and sprained ankle, sustained while alighting from a passenger engine near 24th and Chestnut Streets Station early in January.

The crew dispatcher's office has been moved from its former location to the yardmaster's office in the Transportation Department. Kindly use the side door and transact all business through the window.



Christian Rollman, officer at Poppleton Street gate (Mt. Clare), 39 years in service
Photo by Brakeman L. C. Piper

Free Sunday Afternoon Concerts MUNICIPAL RECREATION PIER BALTIMORE, 4 O'CLOCK

Schedule for April
April 2—BALTIMORE & OHIO GLEE CLUB
" 9—Selected Group
" 16—Castelle Opera Class
" 23—McCauley School of Music Orchestra
" 30—Knights of Columbus
(Closing of Series for Season)

Under the auspices of
PUBLIC ATHLETIC LEAGUE
CHILDRENS' PLAYGROUND ASSN.



Conductors Burch and Stitzle



EAST SIDE ROUNDHOUSE OFFICE FORCE

Roundhouse Clerk "Bill" MacMullen; Roundhouse Clerk "Jack" Ehrig; Labor Foreman "Big Frank" Menna; Roundhouse Foreman "Johnny" Dimond; General Foreman, S. C. B. Smith

The car foreman's office force has been consolidated with that of the master mechanic; the two chief clerks, Messrs. Merryman and Muller, and Miss Helen Sentman, stenographer to master mechanic, are housed in the office of the road foreman of engines, J. E. Sentman.

On Saturday, January 28, during all that blizzard, the Division Accountant's Office was removed to its new quarters in Baltimore.

Little "Herby" Held, Stores Department, has a three weeks old mustache. Maybe he does not look stern and dignified now! "Herby" is one of our veteran heroes, having been wounded several times. He is a man of few words and is well liked at East Side.

William Orrell, better known as "Rebel" because he fought in the Civil War, has been a grass widower for a month or so. His wife departed for a visit to her relatives in Florida some time ago, and "Reb" is now wondering if she intends to come back or not.

Night Yardmaster Henry Weible accepted the job of switch sweeper, vice a snow plow, on Saturday night of the blizzard. He has now recovered from his strenuous exertions.

G. W. Solly, car repairman, East Side Yard, who was injured while on duty recently, is getting along as well as can be expected. We all hope to see him out again on the "High Line."

Friends of Car Repairman Harry Peterson and Clerk A. G. Miller extend their sincere sympathy in the deaths of their loved ones. Mr. Peterson lost his wife and Mr. Miller's father died after a long illness.

On February 27, Harry Gilchrist, one of the well-known time-keepers of the Division Accountant's Office, Baltimore, passed away at his home in Norwood, Pa., after a com-

Cumberland Division

Correspondent, JOHN SELL

All ready for Spring Business? Lets go. The last few weeks have shown gradual improvement, and with continued effort we can make the wheels hum. Mr. Van Horn, our superintendent, and his staff are busy soliciting tonnage but we can redouble our efforts and really show them the ways in which it is done. For instance, when you talk with the business men, contractors, manufacturers, merchants, and, last but not least, the poor ultimate consumer, you'll find it very easy to ask them "Do you request shipment via Baltimore and Ohio." Don't be afraid to mention the service we are rendering and give them a little line on the strenuous efforts being made to give freight a "highball" movement. It isn't a question of more dollars in the main it's more jobs for more men and we should not be satisfied until we have all the furloughed members of our great Baltimore and Ohio family back in service. This is a year to advertise and go after business. If you only get a small haul it means a new customer so, all together, let's get all the business that's moving and get the boys back.

Mrs. Margaret Pendergast, aged 46, mother of Miss Mary Pendergast, Stores Department, died at the Allegheny Hospital on January 30, after a brief illness. She is survived also by her husband, Stephen Pendergast, our well known west end conductor.

Mrs. Pendergast was a woman of amiable disposition and was loved by all who knew her. She will long be remembered by her many friends for the charitable acts practiced times without number. Mr. Pendergast and Miss Mary have the sincere sympathy of all of their fellow workers.

Our bowling league is coming along in good shape. We have four teams in the race and it's a nip and tuck affair. The teams are managed as follows: Master Mechanic's Office, "Tom" Grindell and "Joe" Carney; Stores Department, "Bill" Shaw and "Vinc" Coyle; Superintendent's Office, G. A. McGinn and "Abe" Ketzner; Division Accountant's Office, F. L. Sheakley and F. L. Cook. While pins are flying high now there are still about four weeks to go, so save some of the pep, boys, for the home-stretch.

Another delightful dance was given recently by the Division Accountant's School. No doubt about it, these affairs are wonderful. Believe me, the chairman of the entertainment Committee, D. Y. Brown, knows how to conduct them. The office is always tastefully decorated, the leading orchestra of the city in attendance, and oh, boy! some bountiful repast served when the "wee sma' ous" roll around. Danny, you win, only don't let up. You know we're ready when you holler all aboard for another. That plan for this summer's swimming parties is just the thing. Don't let it drop.

Boy's I heard a good one on E. J. Soehner. The other day, you know, he was called home account of the death of an aunt. While at the house a visitor came in. Looking over our dapper E. J., she inquired, "And who is that distinguished looking Jewish Gentleman?" Nuf Sed.

It is too bad there are so many engines in white lead just now but it remained for our own "Benny" Noone to wire the number Cumberland Division has in plaster Paris.

General Supervisor I. S. Sponseller is a hard worker and is continually on the run, but we hear a story about him concerning "A GOOD HORSE." Tell us the joke, "Spon."

General Yardmaster "Johnnie" Read, is busy these days, lining up his force on proper yard movement, eliminating of delays, and the absolute necessity of maintaining schedule. A glance at our record will show that he is getting results.

More truth than poetry—Boys!

Why don't your departments line up all the news?

Why not send me all items 'cept stories of booze?

If you know a good tale on trainmen or clerk,

Tell me, cause digging it up is hard work.

There are features galore which we all like to read,

So take this to heart and please try to heed;
If your office or force is missed once in a while,
Remember that I am not paid by the mile.

When records are broken and no news gets in,
You wonder why our little column is thin.
Just think for a minute what guy is to blame
And tell me then do you think "Whitey"'s the name.



These twelve smiles belong to the family of Wilson Battersby, gang foreman, East Side Roundhouse. Insert, Miss Rachel Battersby

plication of Influenza and Pneumonia.

His loss is keenly felt by all who knew him. A delegation of his fellow-workers from both the Philadelphia and Baltimore offices, and the Philadelphia Piers, called at his home on March 1, to express their sympathy.



Crew of Green Spring-Petersburg Branch Train

Green Spring

Correspondent, E. E. ALEXANDER

Save a Little Every Day

To those employees who have the opportunity of service where hundreds of their fellows are out of employment we recommend this slogan.

It is your duty. You owe it to yourself, your employer and your fellow man. Make your job safe and by your saving you can provide for the employment of others. Each employe, regardless of rank or station, can save a little every day, and think what a united campaign of employes to save would mean. Re-employment of many and resumption of work held up, without any additional cost! Think it over, And whatever your task do always your best,

For it's service, that's all, that measures success.

Safety First!

Yard Foreman H. W. Gross leads our Safety Committee for 1921 in number of safety items observed and reported, with Pipefitter J. J. Foley and Tie Inspector A. E. Irving tied for second place.

In reporting new homes recently built or acquired by employes, in February MAGAZINE, we neglected to mention that of Allen Crites, laborer, recently erected. Our record in this respect is not so bad, considering the size of our town.

Several friends of Mrs. G. W. Robinson took it upon themselves to call upon her unexpectedly Thursday evening, February 2, it being the occasion of her fiftieth birthday. A pleasant evening, with a delightful luncheon, was enjoyed. We wish for her many happy birthdays.

The sympathy of the plant is extended Tieman H. S. Roach in the loss of his mother, Mrs. Margaret Orndorff Roach, whose death occurred recently at his home. Mrs. Roach was 80 years old, and though in failing health for some time, her death was quite unexpected. She was a consistent member of Springfield M. E. Church, South, from which her funeral was held by her pastor, Rev. J. L. Thomas.

We are pleased to learn that several employes were united with the church as a result of the recent revival in the U. B. Church held by Rev. R. B. Bridges, pastor. A clean, Christian workman is the best.

The remodeling of the M. E. Church, about completed at this writing, has added much to the appearance of that edifice, and to the town.

Hostler R. D. Nixon is the latest plant auto owner. He has ordered an Overland for spring delivery.

Relief Agent G. W. Stell has been ably discharging the duties of agent at Green Spring for some time.

Account reduction in station force, Clerk R. G. Smith has been transferred to Keyser. We will be glad to see Ralph back with us again.

After serving the Company faithfully for a number of years "Bird," one of the plant horses, died recently. Though a dumb animal, Bird leaves a record of service which might well be emulated.

On January 27, twenty-five years ago, Miss Annie E. Haines, of Frankfort, W. Va., and Harry S. Long were united in the holy bonds of matrimony. On the anniversary of that auspicious day, Mr. and Mrs. Long and a number of relatives and friends observed the occasion at their hospitable home on Berkley Place, Martinsburg. The entertainment lasted from six to nine and a feature was the elegant dinner served from six to eight. The affair was a delightful event for all. The host and hostess were the recipients of many beautiful and useful presents. Mr. Long has been in charge of Engine 1656 at the Plant since May, 1919.

Mrs. E. E. and Mrs. J. C. Alexander entertained with cards and crokinole at the former's home on Friday evening, February 10. Flash lights were taken, a most delightful lunch served, and games continued until the wee' sma' hours.

Never having seen any items or pictures in our MAGAZINE from the Green Spring Petersburg Branch, we take pleasure in showing a photograph of the Baltimore and Ohio train and crew which make the trip daily between these points. Employes shown are, left to right: Fireman Charles Speelman, Engineer R. E. Fazenbaker, Conductor J. R. Carter and Brakemen A. J. Belt and E. V. Miller.

This branch is 54 miles long. Leaving Green Spring it follows the South Branch of the Potomac and traverses one of the finest peach growing districts in the country. For a distance of 6.7 miles it passes through the "Trough" of the South Branch, noted for its picturesque camping facilities. The leading camps are Trough Club, Wickham, and Hampshire Club, which, during the season, provide entertainment and diversion for people from our leading cities. Crossing the South Branch near McNeil, a beautiful farming district, reminding one of the middle western states, with its beautiful homes, modern buildings, and black, rich, loamy soil, extends.

A trip over this branch is worth while to any one.

Keyser

Correspondent, H. B. KIGHT, Ticket Agent

The accompanying photograph is of Miss Violet Largent, daughter of Car Repairman R. B. Largent, who has been in the service of the Baltimore and Ohio for nearly 20 years.

"Say, have the 'Safety First Books' come yet?" I hear that a dozen times a day. "Well, save me one when they come." All right, fellows, they are printed for you and you can always get one at the ticket office. They are otherwise known as the "Baltimore and Ohio MAGAZINE," although each issue has lots of things about Safety in it. Come on, let us practice Safety in every thought and act; then we shall reduce personal injuries and property loss to a minimum.

On the night of January 26 the big wholesale house of the Seiver Hardware Company was destroyed by fire. The Baltimore and Ohio Fire Department rendered valuable assistance to the City Department in fighting the flames. The people of Keyser appreciate this cooperation.

Fireman Charles Ryan, who recently had his arm broken, is able to be around again.

Rumor has it that one of our local officers will throw his hat into the Congressional ring. Good luck, Mr. Stover!

Division Passenger Agent W. W. Picking visited us a few days ago and lectured on "Personally Conducted Tours to Washington," at Potomac College. We hope to have several parties from here visit the Capital City on a personally conducted tour during the coming summer. Let's boost our Nation's Capital, ask our friends and relatives to visit it and learn more about where the Nation's business is conducted.

Payne Gordon, yard brakeman, is all smiles. It's a boy. Mrs. Gordon is the daughter of Master Mechanic A. H. Hodges. "Grandpa" Hodges is wearing a smile, too.

West End Brakeman J. W. Shobe was taken suddenly ill, while on duty in Grafton yard a couple of weeks ago. He started to go to a drugstore, and upon reaching there, fell in a faint. A doctor was hastily summoned and rushed Shobe to the Grafton City Hospital, where he was found to be suffering with acute appendicitis. He was at once operated upon and has now so far recovered as to be able to come to his home here, where he is convalescing.

"Col." W. J. Lavelle, train rules examiner, spent a couple of weeks here, examining the "boys" on the book of rules. We are always glad to welcome the "Colonel."

In the February issue of the MAGAZINE there appeared a full page "advertisement" of the Prospect Sales Company. This Company has just recently begun operations here, and has already given us a good bit of passenger and freight business, besides the fine full page "ad" in the MAGAZINE. They are turning out a yarn of superior quality, and when you are in need of yarn, remember to patronize our advertisers.

The First National Bank and the Masteller Coal Company have both been carrying an "ad" in the Among Ourselves items for the past four months. Let's patronize them.

West End Conductor Sargent O'Brien had the misfortune to have his toes badly mashed while in the performance of his duties. He is resting comfortably at the Hoffman Hospital.



Miss Violet Largent



Um-h-mm! Miss Harrison and Mr. Avers, car clerks

The accompanying photograph is of our car clerks, Miss Harrison and Mr. Avers. Of course they claim they are not posing when the picture was taken; they just "looked natural."

Safety Agent Lenderking paid us a visit the other day. He is arranging to deliver an address on Safety to the High School students in the near future.

Boyce Houser, Post No. 41, American Legion, of which many of our employes are members, staged a minstrel show on January 30 and 31 in Music Hall. The cast was composed mostly of Baltimore and Ohio men and the show was a great success.

"Bob" Garrett, clerk to the road foreman of engines, is somewhat of a photographer. He has promised to make some pictures for the MAGAZINE.

The Keyser Collegian basketball team, composed entirely of Baltimore and Ohio employes, in the past three years of its existence has won 113 games out of 121 played. They challenge any railroad basketball team on ANY railroad or any city team ANYWHERE in the world. The boys say that they are taking in a lot of territory when they make such a challenge, but that they mean just what they say. Come on, some of the other divisions, and give 'em a game.

The many friends of Warren Kolkhorst, painter at the local shops, were surprised to learn of his marriage to Miss Virginia Knott, one of Keyser's most accomplished young ladies. The ceremony was performed in Oakland in April, 1920, and they kept it a secret until about a month ago. Congratulations, Warren!

Rawlings, Md., ticket office has been closed and Agent Boor has been appointed agent at Petersburg.

Quite a number of our furloughed ear-men have been called back to duty. Foreman Stanley now has his forces making the car shop hum.

A number of the employes at Keyser have lately joined the Veterans Association; also have their wives join the Ladies' Auxiliary.

The accompanying cartoon, drawn by Mrs. Sirbaugh, shows her "hubby" receiving a little encouragement in his Safety First effort.

The MASTELLER COAL Co.,

KEYSER, W. VA.

Miners and shippers of high grade coal

Special preparation for domestic use

DEPOSITS \$1,055,260.26

The First National Bank

Keyser, W. Va.

SPECIAL SAVINGS DEPARTMENT

Interest paid every six months
from date of deposit

A committee from the Ladies' Auxiliary at Cumberland will visit Keyser in the near future to enroll in the Auxiliary the wives of the Veterans.

"Dusty" says, "It is not the way you add up a column of figures, but it is the total that counts."

The A. R. A. Meetings held each month by Car Foreman Stanley are bringing beneficial results and are looked forward to with keen interest by car clerks, as well as foremen. Quite a competition is being waged by individuals in regard to having a 100 per cent. performance each month, relative to car numbers and initials and A. R. A. billing.

At the last meeting, of the 27 present, 13 had passed the previous month with clear records.

Hardman Helping Station

Heard at the Office:

J. C. L.—"Where is the 94? Where is the 7039? What's going on at Newburg? What track will he use? How soon will he return?" And by the time that J. C. L. has finished, "Salty," to whom he was talking, has gone.

Neil Tream, local storekeeper, is back on the job after nursing an injured hand.

Carson (on the 'phone) to Murphy: "Tell you again! This is the twentieth time, and I'm so hoarse from repeating it that I'll have to rest!"



A timely cartoon by Mrs. Sirbaugh

Please mention our magazine when writing advertisers

Wanted—One motor car. Apply to Assistant Trainmaster Liller. Must be able to regulate speed from one mile up.

J. C. L.—Say, is that fellow slowing up? W. P. C. (rushing to window)—Hey, you! Don't stop here, this place is dry, and from all indication this is not the only place. (Meaning our reservoir at Newburg.)

J. C. L. (later)—Say, Bill, the excuses those fellows give are something fierce.

W. C. P.—You are right, Mr. Liller, but I guess they have to say something.

J. C. L.—But why don't they tell the truth sometimes?

W. C. P.—(No answer).

Connellsville Division

Office of Train Master

Correspondent, C. E. REYNOLDS

Eddie Phillippi, the efficient and well liked messenger, Master Mechanic's Office, Connellsville, started on his apprenticeship to learn the trade of machinist, on January 27. We wish him the best of luck.

The Master Mechanic's and Storekeeper's Offices are both blessed with some talent. Ray McClintock and Miss Fern Patterson are scheduled to perform their best in the American Legion Follies.

In the accompanying picture we see the Connellsville Steam Derrick, which is being held up by "Grub" Reese, the efficient clerk in the General Foreman's office.

Let us introduce Miss Leona McClintock, stenographer to the general foreman, Somerset, Pa.

Posing gracefully in Bronx Park is Miss Margaret Wershing, stenographer, Master Mechanic's office, Connellsville. This picture was taken while she was on her vacation at Bronx Park, New York.

On Saturday afternoon January 22, the Misses Catherine Hart, Lenora Grace, Margaret Creedon, and Mr. M. L. Lohan, all employed in the general offices at Connellsville, went to Masontown and took dinner at the Leroy Hotel, and in the evening attended the American Legion Bazaar. The girls say that "Mike" spent his money very freely on "chance boards." Have any luck, "Mike?"

Cupid is still on the job, as indicated by the following: Announcement is made of the marriage of Miss Mary E. Barkley, daughter of David Barkley of Altoona, Pa.

and Charles G. Pyle, son of Mrs. Sarah Pyle of Rockwood, Pa. The ceremony took place Thursday, January 26 in the parsonage of St. Paul's Reformed Church, Somerset. Rev. Edgar F. Hoffmeier officiated. Mr. Pyle is a popular fireman, Somerset and Cambria Branch passenger train. To this happy couple we extend our heartiest congratulations.

The Immaculate Conception Church was the scene of an attractive wedding on Wednesday morning, February 1, at seven o'clock, when Miss Eleanor Hickey, daughter of Mrs. Anna Hickey of South Eighth Street, Greenwood, was united in marriage to Edward J. McCarthy, son of Mrs. Mary McCarthy, South Connellsville. Following the ceremony a beautifully appointed wedding breakfast was served in the bride's home where covers for twenty-five were laid. The bride is one of the best known young women of Connellsville. Mr. McCarthy, the efficient chief clerk to the road foreman of engines, is also well and favorably known. "Ed," if words will express it, we wish to use these columns to extend to you and yours our heartiest congratulations.

On January 12, Charles Chambers, chief caller, Connellsville, and his family moved into their new home at Poplar Grove. Say, Charles, you have a nice looking place there. We hope that you like it.

G. T. May, warehouseman, Meyersdale, Pa., has been going to Pittsburgh, Pa., quite often lately. George says his credit is good at Pickerings. "Nuf Ced."

Pittsburgh Division

Correspondent, E. N. FAIRGRIEVE

On or about January 25, a volume of smoke was seen pouring from the lower window of the lobby of Foxburg Station. An alarm was turned in and the Village Volunteer Fire Department arriving on the scene, rolled their fire fighting machine (which consists of a hoghead with a discharge pipe and nozzle in one end, and three auto tire pumps in the other) into position. The lobby door was flung open and all hands were ready for business. The lobby was found crowded with "the Boys," each one with a merry twinkle in his eye, and puffing away on a big black cigar of exactly the same size and brand.

Inquiry brought forth the information that the congenial agent, Denton H. Kirkwood, had "done gone and done it." The three cylinder fire-killer was rolled back to its garage—under the rain spout of the Village Hall, and every one made merry.

We wish them much happiness and hope soon to see them riding around in their Chevrolet. The BIG MODEL is recommended.

Conductor "Bill" Bogart, Kane, Pa., has gone on a sojourn to the sunny South, the land of sunshine and flowers, and mosquitos and other things that "sting," of which the landlord is not the least active or efficient. Before leaving "Bill" got reminiscent and related one about an old relative of his who is a passenger conductor on a little branch line. Passing through the smoker just after a stop in the woods the conductor came to a tough looking customer, visibly under the influence. Conductor held out hand and said "Tickets—"

Bum—No ticket, rayroad man.

Con—What have you got to show you are a railroad man?

Bum—(Produces old, worn out switch key).

Con—What else you got?

Bum—(Produces part of old, torn schedule).

Con—Anything else to show?

Bum—(Fishes around through pockets, pulls out large card showing words "SMALL-POX")

Con—Much perturbed and playing for time while turning over in his mind what to do, absent-mindedly says, "Anything else?"

Bum—What'd'ya want, yallah fever?

The many friends of George Edmonds, agent, Kane, Pa., who has been ill for some time, will be glad to learn that he is improving. We all hope soon to see his smiling face once more on the job.

Frank, and Bess, and Jake,
Are there at "Put and Take."

Speaking of file clerks, someone has horned in with the following inquiry:

In what respects are file clerks likened unto children?

And the answer comes back—Because they are always playing hide and seek. (That's a deep one but you ought to get it.)

Friends of Conductor J. Newman will be grieved to learn of his sudden demise on February 4.

It is said that "Mat" Powell's hair has been standing straight ever since his hunting episode portrayed in the January issue of

the MAGAZINE. Some of us can stand this—others can't. "Bill" Moeler and "Tom" Swift, take notice.

Ticket Clerk M. L. Sherbondy, employed in the ticket office in the Baltimore and Ohio station, Pittsburgh, died suddenly while on duty.

In Memoriam—Miss Elizabeth Pauline Harrison

On January 26, at Mercy Hospital, Miss Elizabeth Pauline Harrison, daughter of Cecelia O'Malley Harrison, and the late Nicholas Harrison, died in her fifty-second year.

Funeral was held from the residence of her brother, Nicholas Harrison, on January 30. Requiem High Mass was said at Saint Mary's of the Mount Church. Reverend Father Griffith, officiating, was assisted by Reverend Fathers Munster and O'Connor. Interment took place in Calvary Cemetery. She is survived by her mother, Mrs. Cecelia O'Malley Harrison, and three brothers, Nicholas Harrison, John Leo Harrison and Joseph Harrison, all of Pittsburgh, Pa.

The pall bearers were: Train Master W. J. Carroll, Station Master T. E. Drake, Traveling Freight Claim Agent Thomas Delahanty, Car Accountant A. H. Gribbin, Ticket Agent S. J. Hutchinson (honorary); Passenger Conductor Joseph Meehan and Assistant Station Master E. A. Payne.



A GROUP FROM CONNELLSVILLE

Upper: Steam Crane x 42. Lower left: Miss Wershing on her vacation, Bronx Park, New York. Right: Miss McClintock, clerk to G. F. Cage

Miss Harrison entered the service of the Baltimore and Ohio on January 1, 1882. She was appointed to the position of matron on January 10, 1886, in the old Baltimore and Ohio Passenger Station, Grant and Water Streets. When the present passenger station was completed in May, 1888, she was placed in charge of the ladies room. Here she served faithfully until January 3, 1922, when she was taken seriously ill.

Whereas: It has pleased God in his wise Providence to claim by death our beloved employe, Miss Elizabeth Pauline Harrison, who for nearly forty years has served the Baltimore and Ohio Railroad Company, we desire to bear testimony out of our experience, to the gentle spirit, the upright, consistent life, the good judgement, the wise counsel, the earnestness, the zeal of our sister, and her love for the Master's cause:

Therefore, Be it Resolved:

That we express our deep sense of personal loss in her removal from our midst and that the Baltimore and Ohio Railroad Company has lost one of its most valuable employes, and her friends a careful and wise counselor: And Be it further Resolved:

That we will cherish her memory and strive to follow her in the paths of righteousness, and that these resolutions be spread through the columns of the Baltimore and Ohio MAGAZINE.

"We cannot say and will not say
That she is dead, she is just away;
With a cheery smile and a wave of the hand,
She has wandered into an unknown land
And left us dreaming how very fair
It needs must be since she lingers there:
And you, oh you, who wildest yearn
For the old time step and the glad return.
Think of her, faring on, as dear
In the love of there as the love of here.
Think of her as the same, we say,
She is not dead, she is just away."

Glenwood Round House

Correspondent, MARY A. BREEN,
Stenographer to Master Mechanic

Pipefitter George Whittaker is accepting congratulations on the arrival of a daughter.

Strange expressions heard around Glenwood Roundhouse on the second and third trick: "Lend me a dollar." Possibly some of our ex-firemen and hostlers could, if they but would, clear up this mystery by explaining in detail just what is meant by these words.

"Joe" Barrett, the able assistant to Boilermaker Gibbs, isn't quite satisfied with our accommodation trains. He can't see any reason why they can't, for his convenience, be stopped at Greenfield Avenue. All right, Joe, we'll refer the matter to the vice president.

Machinist J. G. Brenner has recently returned from a trip to Martinsburg, W. Va., where he had been visiting some old friends. "Jim" says the town is still on the map. Yes, Jim, we know it is STILL there. Possibly there are some STILLS there, too, that you may have overlooked.

While we regret very much the death of Enrico Caruso, still we rejoice in having found in the person of Round House Clerk J. A. Shedlock a substitute. "Joe's" favorite operas are "Form 1002" and "Form 1124-C." Whenever one goes into the Round House office, it might be well for him to be ready to hear quite an anthem on just these two affairs.

John Koerhan, Back Shop, has accepted the position of boiler clerk in this office, vice J. J. Elmore, resigned. So far, we're getting acquainted nicely and think that John will get along fine with all of us.

Recently one of our Pittsburgh papers has been running a series of detective stories. Now every morning on train No. 147, a certain gentleman, (who is not so much for looks but oh, man, why at times he shows an intelligence that's almost human); anyway, from Braddock to Glenwood, he's so much buried in the depths of said stories that the conductor has one awful time getting a look at "Jim's" pass. In addition to this remarkable interest, he spends half the nights in attending to his correspondence school instructions on "How to Become a Detective." At lunch time—well, he's even quit eating—so enthralling is this new profession of his. Just at present he's working on a most vital case—hot boxes. His office hours are from 12 to 1.00 p. m., with one hour for lunch.

One of our most popular engineers was recently slightly injured when No. 17 derailed at Pinkerton. Cheer up, Harry, that's only half as bad as when Cupid takes that little bow and arrow of his and aims to injure your heart.



Machinist "Joe" Shutte

Monongah Division

Clarksburg

Correspondent, VERNON A. LYON,
Assistant Ticket Agent

The announcement of the marriage of Mrs. Della D. Burdick and Louis T. Kinney came as a complete surprise to their many friends. The wedding was quietly performed at the parsonage of the Clarksburg Baptist Church on Wednesday, February 8, by Rev. J. W. Graves. Immediately following the ceremony, Mr. and Mrs. Kinney left on train No. 3 for Cincinnati, where they spent their honeymoon. On their return they will take up their abode in the Gore Hotel.

Mr. Kinney is a well known railroader, holding the position of leverman, "MD" Tower. Our hearty congratulations are extended to the happy couple.

The accompanying photograph is of "Joe" Shutte, machinist, Clarksburg Roundhouse. Mr. Shutte has been in the service for a number of years and is a popular employe here.

We regret to report the death of Eli F. Cogar, father of our chief bill clerk, Miss Inez Cogar, Clarksburg Freight House. Mr. Cogar died on February 8. We extend to the family our heartfelt sympathy.

Allow us to introduce to our Clarksburg folks our new ticket clerk, Carl H. Enlow. Mr. Enlow came to us from the Accounting Department, Grafton.

Charleston Division

Correspondent, M. W. JONES,
Secretary to Superintendent

"EVERY CLOUD HAS ITS SILVER LINING," so they say, and we hope it is true. During the month of January we moved some 800 more loads on the Charleston Division, and we loaded on the division about 900 more cars than in December. This shows a slight improvement, which we hope will continue.

Safety Above Everything

One hand was all he used to steer
The other arm hugged Myrtle
They did a skid, and then, Oh dear,
The beastly car turned turtle.

The usual meeting of the Division Safety Committee was held in Weston on January 18. All members were present except two who were delayed by a derailment, and one who was ill. We had with us W. L. Allison, safety agent, Chillicothe, who gave a most instructive address. Trainmaster Deegan read a very interesting paper on the grade crossing accident proposition, and made some good suggestions for work along the lines of elimination.

Locomotive Inspector J. A. Malone has been off duty a few days on account of a sprained ankle. However, when "Joe" received his gas bill for January, he found that while he had lost the use of his foot for a while, he had not lost the use of his tongue.

Machinist Helper W. R. Mallonsee is with us again. "Bill" considers himself quite an acrobat, but he draws the line at dodging ten pound malls.

O. R. Skinner, ear repairman, has returned from the hospital at Clarksburg. We are glad to see him recovering so nicely.

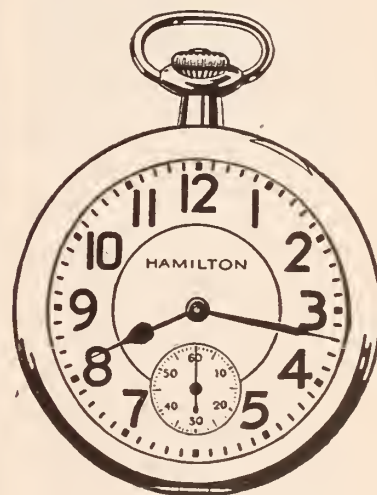
Note by the way. Local papers advertise that if any one has a book of rules on the famous game of set back, they are requested to deliver to Messrs. Baker and Hefner, and receive suitable rewards.

"It is estimated that in a single year unscientific loading, accidental damage and the tremendous cost of packing in the United States add more than \$700,000,000 to the cost of food, clothing and other necessities of life. Unused space in freight cars costs \$209,000,000, and hauling half empty cars more than 6,000,000,000 miles, \$157,000,000. Damage and theft cost \$100,000,000, and lumber that is wasted after being used once in packing cases costs \$240,000,000. It is computed that from a tenth to a quarter of the costs of foodstuffs goes to pay for crates that are thrown away instead of being used a second time." "THINK ABOUT IT," and you have the reason for the existence of the Freight Claim Prevention Committee of the Charleston Division, which met on January 18, with an attendance of 32 officers, agents, conductors, etc. A small reduction in the amount of claims would pay the salaries of a good many men, and therefore Mr. Glessner's slogan, "Cut loss and damage claims in half."

From Gassaway, we learn that L. M. Gump, formerly of the Mechanical Department at that station, and now of Sabraton, W. Va., and C. K. Welch, now located at Keyser, were recently welcome visitors at that point. H. H. Boggess, who has been ill, is able to be out again. Mr. J. H. Bowen, secretary of the Y. M. C. A., attended the



Conductor Dan Mandaville has been in Erie Service 46 years. His run is between Jersey City and Binghamton—out on No. 5, back on No. 6. He has been carrying for 15 years that Hamilton he has in his hand.



TRUE TIME ALL THE TIME

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For thirty years we have been building Railroad Watches—

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For time inspection service, the most popular watch on American railroads is the Hamilton No. 992 (16 size—21 jewels).

Write today for the Hamilton Watch Book—"The Timekeeper." It pictures and describes the various Hamilton models, with their prices, beginning at \$22 (\$25 in Canada) for a movement alone, up to \$200 for the Hamilton Masterpiece. Also other interesting watch information that makes it especially valuable to railroad men.

HAMILTON WATCH COMPANY
Lancaster, Penna., U. S. A.

Hamilton Watch
"The Railroad Timekeeper of America"

recent "Y" meeting at Fairmont, W. Va. On February 2, the Y. M. C. A. Board of Directors and Social Committee, and their wives, were entertained at a social given in the Gassaway "Y" auditorium. Trainmaster J. D. Nichols is suffering from a bad attack of "flu" which is very prevalent here.

Our column of honor this month shows you the photo of Captain Thomas Smith, veteran passenger conductor, who entered our service in 1879, and today, after 42 years' service, is running his turn with the best of us. His record is an enviable one, and he deservedly stands high with officers, patrons and his fellow employees alike.

Thomas Smith was born in Clarksburg, W. Va., in 1851. His parents came to that city from Virginia in 1840. When Mr. Smith was eight years old his father died, leaving a widow and five children. It was necessary for young "Tom" to go to work at the age of 12 to assist in keeping the home together. When he was 15 years old, the Smith Brothers secured a contract to carry mail between Clarksburg and Weston, and "Tom" drove a stage coach between these towns for 16 years. The stage coach handled all mail, passengers and express, never carried a gun, and never lost an article, and, remarkable to relate, there were no attempts made to rob this stage. The old stage running between Weston and Clarksburg was the double deck Concord, made in Concord, N. H., costing \$1,000 each, and was drawn by four horses. Its capacity was nine inside, and five on the top. There was also a place for mail and baggage. In comparison with today's full truckload of mail which comes off every train at Weston, it is interesting to note that the stage had only one through sack and one local sack, exchanging mail at Mt. Clare, Lost Creek and Jane Lew. Twelve horses were required to make the trip, the drivers changing at Jane Lew. During the winter, the stage required seven to nine hours to make the run between Weston and Clarksburg, while today the train makes it in less than one hour and a half. Mr. Smith remarks that while Weston people seem to have more patience than any others he ever saw, still if a train today is delayed 15 minutes, there is considerable criticism, while in the old days they would sit in a coach nine hours and were happy that they could make such a good trip.

On September 18, 1873, romance entered the life of "Captain Tom," when he married Miss Mary Hawks of Jane Lew. They have eight children, three boys and five girls, all living.

In 1879, the narrow gauge railroad—The Clarksburg, Weston and Glenville Railroad Company—commenced eating into the business of the Smith Brothers stage, and to kill competition the railroad appointed J. W. Smith conductor. Mail was then carried on the train until arrangements could be finally arrived at between the railroad and the government. "Captain Tom" was appointed conductor on November 13, 1879, and the stage line died. There being insufficient work as a conductor, he was worked between times as freight handler in the Clarksburg station. In 1883, a narrow gauge line was built from Weston to Buckhannon, and Mr. Smith took the run regularly. The narrow gauge was made standard in 1890, and then originated the old West Virginia and Pittsburgh Railway, now the Baltimore and Ohio.

When the railroad first started running out of Clarksburg, for Weston, the equipment consisted of six box cars, six stock cars, ten gondolas, two coaches and two combine cars. They had engines Nos. 1, 2 and 4, built in Pittsburgh. These engines hauled from Clarksburg to Buckhannon four loaded freight cars, one coach and one combine car.

Mr. Smith's first run was from Weston at 5.00 a. m. to Buckhannon, returning to Clarksburg, back to Buckhannon, and then returned to Weston where he laid up for the night. In 1904 Mr. Smith was elected sheriff at Weston, which position he held for four years. Still hale and hearty, we hope to have him with us for many years to come.

Have you all heard the old song, "You're just the type for a bungalow?" We understand that when our friend who shall be nameless, moved to Shady Brook, he sang with great pathos to the partner of his joys, "While you're learning to milk the cow, I'll be learning to hoe," and that she answered with tears in her eyes, "There's lot's of water running when it rains."

Yard Engineer Butler has returned from a vacation spent in Philadelphia. Mrs. W. C. Deegan and family have returned from a visit to Wheeling for the holidays. Engineer J. R. McCray, who was in Clarksburg, is again running out of Weston. William Hudnell, locomotive inspector, Weston shop, finds it necessary to make frequent trips to Grafton, while Yard Clerk Fisher wends his weary way quite often to Mannington.



Veteran Conductor Thomas Smith

Engineer G. B. Ramsburg, who has been in the service of the Company for 32 years, came in on the local on February 3, and went home, apparently in his usual good health. Shortly afterward he passed away. The sincere sympathy of the Charleston Division officers and employees is extended to the bereaved family. We extend our sincere sympathy to Conductor "Dick" Roush, who recently lost his wife, and to Fireman M. E. Turner, who also lost his wife.

General Superintendent Scott made a trip over the Charleston Division on February 8 and 9, accompanied by General Freight Agent Marsh, Division Freight Agent Jordan, Superintendent Trapnell and other division officers, in connection with the Traffic Department's campaign for more business, and to get into closer touch with our patrons and shippers on the Charleston Division.

Courtesy and Service Are Sure Business Getters

Do you know that for several months the Charleston Division stood No. 1 each month in fuel performance, and that recently we have dropped back both in freight and passenger service? A word to the wise is sufficient. Let's get back up top where we belong. We can do it.

We have often heard of the seven wonders of the world. Here are the seven wonders of the Charleston Division:

1. An old "bach" for 50 years, now a benedict.

2. Mr. Schide at the Masonic Club dance. DANCING!

3. "Al" roped, thrown and tied tight.

4. Bee on the Gray Mule.

5. A certain lady has not left her hubby in Weston over Sunday for three months.

6. The West Virginia winter weather.

7. The SAFETY, EFFICIENCY, LOYALTY and COURTESY of Charleston Division employees.

Foreign Cars Cost \$1.00 Per Day. Chase 'Em

Something remarkable happened the other day. Relief Dispatcher "Al" Mason asked for a few days off to visit his folks in Huntington. Having heard some rumors, your correspondent was suspicious. After doing a little detective work, he found that he had made a date with the minister of the Baptist Church in Weston for 12.30 p. m. on a certain day. Further investigation found "Al" taking the 1.35 p. m. train headed in the general direction of Grafton. This, of course, is no way to go to Huntington, and still further inquiry developed that he and Miss Nell Taylor of Weston had been married. We extend our sincere congratulations to the happy couple.

One after the other they are dropping off. Now on the dispatcher's list, we have only John Carpenter, who shows signs of taking the wisest step of his life, and Millbourne. We have our doubts in connection with "F. X." but suggest that correspondents in the vicinity of Huntington make inquiry and see what a little private detective work will bring forth. For the information of inquiring young ladies, we would state that we still have a very few eligible bachelors in Weston, though day by day the number gets less. Therefore, come early and avoid the rush.

The Weston basketball team, in which we are all interested, is doing good work, having finally landed on its knees our old rival, Buckhannon.

H. M. Baker, newly appointed travelling freight agent, is a frequent Weston visitor. We are glad to see him. He has asked for the cooperation of everyone, and feels sure, from what he has heard of us, while he still lived away out in the wilds of Grafton, that he will get it.

Advertisement! Information wanted regarding train sheets. Apply Messrs. Severns and Schide and receive suitable reward if the proper information is given.

"If you have faith, preach it; if you have doubts, bury them, if you have joy, share it; if you have sorrow, bear it. Find the bright side of things and help others to get sight of it also. This is the only and surest way to be cheerful and happy." In other words, be an OPTIMIST, and not a PESSIMIST.

The superintendent has commended Agent N. Rexroad at Richwood for close attention to baggage collections, resulting in increased revenue.

H. P. Bankhead, agent at Burnsville, has been commended for his close interest in the "Perfect Package Campaign."

Agent J. A. Woolford has been commended for his close observation in endeavoring to increase the Company's revenue.

Relief Agent A. H. Marshall has been commended for his interest in all matters pertaining to conservation of the Company's revenue and the avoidance of waste.

The superintendent has personally commended Conductors O. C. Fansler, Harmon and Cogger for interest in the prompt movement of their trains.

Check weighing of L. C. L. freight on the Charleston Division in January resulted in additional revenue of \$240.73. This is lawful revenue due the Company, and it is hoped all agents will continue the good work they are doing along this line.

The "Think and Act Drive" will be continued until June 30, 1922. We ask again for the same kind of cooperation in this work that we have received in the past. This helps to prevent claims, which on the Baltimore and Ohio amount to some \$1,000,000 per year, and which we are all interested in reducing.

Wheeling Division

Benwood Shop

Correspondent, ANGELA JUNE APPLEGATE

We have been noticing circulars from realty concerns in Florida, lying on Calvin Reisinger's desk. Is "Cal" figuring on purchasing an orange farm? If he is as good an orange grower as he is a stenographer the orange growers of Florida had better depart for other climes. Why not a chicken farm, "Cal?"

Our efficient and congenial road foreman of engines, C. Crawford, has moved his family from Willard to McMechen. We extend them a hearty welcome.

A certain machinist apprentice from the Benwood Shops was seen coming down Marshall Street, McMechen (Sinclair Lewis's "Main Street") without his cap at about 11.45 p. m. "Bill," will you kindly explain, or must we ask Ruth.

The stork has been very active in this vicinity and we congratulate the following: Mr. and Mrs. Walter Zipperick on a daughter, Mary Gertrude, born on January 12; Mr. and Mrs. Clarence Kuhens, on the birth of a son, "another wreck clearer," and Mr. and Mrs. Gregory Murphy, a daughter, christened Maris Eileen. Mrs. Murphy will be remembered as Miss Irene Kelly, former stenographer in the District Master Mechanic's Office, Wheeling.

C. B. Daily, J. E. Doyle, Jr. and George Fish recently returned from a hunting trip. They brought 200 brake beams back from Zanesville.

By a majority of 116 votes, C. C. Morris, Car Record Office, defeated George Bayles, engineer, for the candidacy of mayor in the well known town of McMechen. Mr. Morris is holding this office at the present time.

Holloway, Ohio

Correspondent, O. R. TELLE

Mr. Dixon, our genial assistant master mechanic, is to be commended for his alertness in observing any indication of danger which might threaten his employees. Noting the danger from falling icicles from the water tank at the shop, he immediately had signs painted and placed where each and everyone could plainly see them. If all of us were as mindful of the "Safety First" rules as Mr. Dixon, Holloway would soon be in the "No Casualty" column.

The citizens of Holloway were suddenly awakened on February 1, with the thought that surely there was an earthquake somewhere in the immediate vicinity. However, upon investigation, it was discovered that Miss Lillie Wilson thought it easier to descend the hill in Sear's Addition by sliding rather than by walking, and thereby she had placed herself in very close contact with the side walk.

The fellow employees of Bert Stewart and O. L. Carlton will be surprised to learn that they have taken unto themselves life partners. Don't forget, Boys, all of us smoke, and the girls like candy. Who will be the next victim?

E. D. Kirk says the sun never shines between Holloway and Piedmont. How could you expect it to, Kirk, at 3.00 or 4.00 o'clock in the morning?

Can you remember the day it was so icy? Neither can I, but ask Miss Perkins. It was well impressed upon her mind.

It is rumored that the ridge road from Holloway to Belmont Ridge is to be paved. This will help out in a good many instances. Perhaps Gladysce will not have to walk from the station home.

We are glad to see you back "D. A.," and extend to you a welcome hand.

Bellaire

Correspondent, JACK STAMM

Alen Finberg, cashier, Freight Office, has taken out life insurance policies with every Insurance Company known. This was thought to be rather strange, but as Alen would advance no reason, our local sleuth was assigned to the case. Little progress was made until it was learned that Alen had purchased a book entitled "How to Stop an Elevator When It Reaches the Top Floor."

Bridge One Hundred, connecting Bellaire, Ohio, and Benwood Junction, W. Va., is undergoing extensive repairs. The huge girders are being removed from beneath the bridge to make room for larger and stronger ones. It is a wonderful piece of work, inasmuch as the change is being made without the slightest delay to traffic. The Baltimore and Ohio forces are combined with the Seaboard Construction Company to do the work. H. B. Creig, inspector for the Engineering Department, is in charge for the Baltimore and Ohio, while Mr. H. S. Goodloe represents the Seaboard Company.

Congratulations are extended to Mr. and Mrs. Carl Mitchell, who were united in marriage a short time ago. Mr. Mitchell is night ticket clerk, Bellaire Passenger Station, and has been in the service for the past six years. Mrs. Mitchell was Miss Bessie Hahan.

Mrs. Saulsbury, formerly Miss Minnie Sievers, has resigned her position as stenographer at Bellaire Freight House and is now residing in Pittsburgh, Pa.

Martins Ferry

Mr. and Mrs. Bernard Helfer are the proud parents of a new baby boy. Mr. Helfer, while being interviewed, certainly took the part of the proud father. He told us that the child was born on Monday morning and on Tuesday when he returned from the office, Bernard, Jr., had crawled to the door to meet him and said "Da-Da." The new papa was enthused and almost offered me a cigar—but didn't. Mr. Helfer says "not because it is OURS but the child just seems to be exceptionally bright."

"Bill" Mouse, our night boiler foreman, has been promoted to day boiler foreman, Fairmont. We are sorry to see him go but we congratulate him and wish him much success.

Co. T. McKeever, electrician, Wheeling Coach Yards, recently underwent a serious operation at the Ohio Valley Hospital. We wish you a speedy recovery, "Jack."

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One of the most quiet and surprising things that ever occurred was the wedding of R. Ruckman and Miss Maybelle Maupin, both of Moundsville. It was almost a month before the secret leaked out. Congratulations! We believe the main object of keeping the ceremony a secret was to escape the cost of the cigars, but of course we only surmise this.

George Garabas, who went to Europe about a year ago, has again returned to the good old U. S. A. This is his fourth trip across the sea.

F. R. Davis, our well known terminal trainmaster, is back on the job after being away several months on account of his health, which, we are glad to say, is much improved.

One of the roundhouse clerks recently purchased a diamond ring and also a wedding ring to match. When is the happy day, Howard?

Engineer A. Griffith, Bridgeport, is the proud daddy of a fine new boy. Congratulations, Griff! but where are the smokes?

Western Lines

Cincinnati Terminals

Correspondent, JOSEPH BEEL
Changes at Gest Street

Gest Street switching territory, comprising the west end manufacturing district of the Cincinnati Terminal, not many years ago was noted for the manufacture of all kinds of vehicles, being the largest center in the world. Shipments were made to all sections of the country, as well as to foreign lands. One can hardly comprehend the enormity of this business when it was at its best.

Some idea of this may be had when you consider the fact that one concern from the many located here then manufactured and shipped in one train, 40 cars of buggies,



Martha Dean, daughter of Operator C. E. Sheefs,
SG telegraph office

loaded in 40-foot equipment, the largest car to be had at that time. The equipment for this business in those days was scarce, but the railroads were soon alive to the situation and shortly the great roads of the west were building suitable equipment for handling the business, sending it here empty from St. Louis, Chicago and Peoria.

There was considerable competition among the different roads to secure this business, special solicitation by several different lines was given to look after the business and secure equipment, and as usual the roads giving the best service hauled the bulk of the business. Having enjoyed the largest vehicle business in the world, we now have the Monitor Stove Company, the largest manufacturer of pipeless furnaces in the world, shipping to all parts of the country.

We also have the largest Matzos Bakers in the world—The B. Manischewitz Company. Their product is shipped to all parts of this country and Canada, as well as to Europe, Asia, Africa, Australia and the Orient. By reason of this great business located here, Cincinnati is known to more Jewish people than any other city in America.

Their business, as well as all business located here, is highly competitive as well as profitable from a carrier's standpoint. About 50 per cent. of the cars loaded here require special or large equipment, which requires special attention in order to fill orders promptly and retain the business.

All the shippers at Gest Street are loyal to the Baltimore and Ohio Railroad, because of service received by them from every department. Shippers demand prompt and reasonable service and it is evident our service is appreciated as well as we appreciate their loyalty to give us in return over 90 per cent. of all the outbound business from this territory.

When you give a full measure of service to those whom you are employed to serve, you not only get good will from them, but your efforts are appreciated. There is no better way of securing business and retaining a high standing among our patrons than by following the words of Mr. Willard in his message to the officers and employees of the Baltimore and Ohio on the relinquishment of Federal control, as given in the Baltimore and Ohio MAGAZINE for March, 1920, viz.:

"The standing of the Baltimore and Ohio Railroad Company with its patrons, and in the communities which it serves, will depend very greatly upon the character of the service rendered by the industrial employees with whom the public comes directly in contact. The Baltimore and Ohio Railroad Company earnestly desires to perform its duties as a common carrier in such amount as to meet the fair and reasonable requirements of the public, and, more than that,

it wishes as a corporation to be looked upon as a good citizen and good neighbor in all the communities which it serves ***** I earnestly request the co-operation of all Baltimore and Ohio officers and employees in an effort to regain for the Baltimore and Ohio Railroad the business which was diverted from its line during the period of the war, and to re-establish its former relationship with its patrons."

With this message again before us, let us renew and extend our efforts in service and courtesy to our patrons and our Company.

Yard Conductor P. J. Mahoney, Gest Street crew, who had his fingers injured some time ago, is back on the job again. Glad to see you back, "Pat." We hope you will not meet with an accident again. John Crist, who handled the crew so efficiently in "Pat's" absence, is still with the crew as assistant.

G. B. Spaulding, inspector at Gest Street, was called to St. Louis recently on account of the death of his mother. We know how great his loss is, and we extend to him our heartfelt sympathy.

The outlook for continued increased business at Gest Street is bright.

A recent addition to the Superintendent's Office force is Francis Hughes, formerly from the Engineer's Office, who has taken position as chief clerk to the assistant division engineer.

General Offices, Cincinnati, Ohio

Correspondent, E. W. SPILLE, *Pass Clerk*

General Manager's Office

The Transportation Department

Amanda wears a wrist watch,
Bobby has a grin;
Alice lives on candy,
And Kitty's far from thin.
Efficiency is Ruth's craze
And Russell is quite clever
While T. J. M.'s startling phrase,
Is "Keep Busy." Well I never!
Phyllis is a typist,
She has lots of speed,
So Wilhelm never worries,
While Charlie likes to read.
Clarence thinks he's always right
I'm sure we all agree;
On Rosie, he calls every night,
Oh, Me! Oh, My! Oh, Me!
Our Jimmie is industrious
And Von is on the Spot,
Ferdie Hornbach sometimes works and
Sometimes he does not.
So here's to the office of GDB
In number they are few,
A toast to each and every one
'Tis the best that I can do.

Now that winter is about over we expect very soon to see "Joe" Barron discard his overcoat and bring out his little black parasol.

Ruth to Eddie: "Get off my 2632!"
What do you mean, Ruth?

If "Joe" and "Ben" don't stop losing their pocketbooks with their monthly pay and train tickets in them they will have to appoint someone to accompany them wherever they go. No, "Joe" lost his this time.

It is rumored that Miss Beitzer is going to leave us for the stage. Good work, Ruth. You have our best wishes.

Miss Wehage has just received a present of a pretty GREEN umbrella. Of course, we all know why it's green.

Newark Division

Correspondent, B. A. OATMAN

Konrad Klaus is back on the job after an illness of several months. Our passenger equipment will now be given an "A" inspection.

Engineer E. F. Ryan and son "Dan" recently made an extended tour of the western states.

Mrs. D. W. Foran, wife of Machinist D. W. Foran, died at her home on February 9, after an illness covering many months. The sympathy of the Newark shop employees is extended to Mr. Foran and family.

There seems to be a shortage of open end envelopes, which no doubt is due to the universal use of this mail conveyor. Originally the envelope was used between division offices but its use has now grown to such an extent that it can be classed as a system saver in the way of stationery. Do not use a sealed envelope for any purpose when the open end will answer just as well.

Ira A. Peterman was made boiler foreman, Cleveland, effective February 8. Mr. Peterman entered service at Newark as engine cleaner in August, 1900. He was made boilermaker in 1911, tank foreman in 1913, and assistant boiler foreman on July 1, 1921. Mr. Peterman also filled the position of fire chief, Newark shops.

He will be missed by the shop employees, all of whom wish him success in his new location.

George W. Ruick, employed at Lexington, Ohio, passed away on February 2. Typhoid fever caused his untimely death at the age of 22. Mr. Ruick was held in high esteem by all fellow employees and friends. This was emphasized by the numerous floral tributes which accompanied the casket. Mr. Ruick is survived by his wife and one daughter, his parents, a sister and a host of friends. His family has the heartfelt sympathy of all.

A Dog-Gone Shame

By A. S. Wahl, clerk, Yard Office,
Newark, Ohio

Kelly, Kelly, quite contrary,
How does your puppy grow?
When you bought him, so frisk and airy,
About him was nothing slow.
You took him home in your room to stay,
But your landlady chased him away,
And then—Oh! happy inspiration—
"I'll take him to Grandma's plantation."
He took him to the station
While he howled like all creation,
And whined and cried and pawed and
scratched,
"Til the passengers planned devastation.

He reached the farm 'bout half past four
And slyly knocked on Grandma's door;
The door was opened a little crack
A voice said, "take that thing right back!"

So Kelly turned with the dog again
And piled him back upon the train,
Back to Newark with the pup he came.
(Riddance of pups is an awful game.)

And now a sign that reads "For Sale"

A Little Pup as Big as a Whale,
(And getting bigger).
"My master's not able to find me a home
Over velvet carpets I long to roam,
So if you know of a lonesome guy
A little pup he wants to buy
Send to my master Kelly,
To make a bargain he'll surely try."

The accompanying photograph is of Miss Juanita Pearl George, daughter of Wreckmaster T. A. George. "Tom" thinks the



Juanita Pearl George

world of this baby girl, who is with him constantly when he is at home.

May Maxine Hall arrived at the home of Mr. and Mrs. Earl Hall, Newark, Ohio, on January 15. Earl is now required to divide his time between his first trick clerkship at roundhouse and in teaching May Maxine to ride a motorcycle.

On January 26, John Price, C. & N. accountant, Division Accountant's Office, was taken ill suddenly. A physician pronounced it a paralytic stroke. Mr. Price was taken to the City Hospital where he is under the best of care. Last report is to the effect that he is doing as well as could be expected. Mr. Price has been accountant for the joint C. & N. Division tracks for many years. He is liked by all and we wish him a speedy recovery.

Eleven men were put to work in the foundry at Newark, Ohio, on January 26. The force will be further increased to accommodate the needs of the Company. At present steel back brake shoes and some driver brake shoes are being made. Kind of looks natural to see "Pete" Graff back on the job after a vacation of nearly one year.

On January 27, noon, there appeared a stranger taking in the sights around the passenger station at Newark. He was dressed in the uniform of a Frenchman, bright red trousers with white stripe and coat was of a bluish gray color; he wore the regulation French army cap and made quite a hit with the ladies who happened to see him. On inquiry it developed that he was unable to talk anything but French. Station Master Charles Long took quite an interest in the welfare of the traveler, and after quite a canvass of probable linguists he secured Mr. Arthur Devlin of the Post Office forces at Newark. Mr. Devlin had little trouble to get the desired information. Our visitor stated that he had started from Jerusalem and had purchased transportation from that point via Vera Cruz to New York city. Further inquiry resulted in finding that he had arrived at Newark (via a competing line). He did not know what had become of the ticket which would carry him to New York. He purchased a ticket to Parkersburg and left on train 34.

J. F. Kreager, for many years locomotive engineer running out of Newark, Ohio, and later working at round house as hostler, has left the service to return to the farm to

spend his remaining years. We wish him success in tilling the soil.

The Motive Power Department is making a good showing in the Think and Act Drive instituted in August 1921. Car Inspectors are taking an active part in correcting conditions on equipment, which, if let go, would later be the cause for claims against the Baltimore and Ohio. Newark station especially is following closely and weekly reports show that nearly every car inspector has located defects of some nature and has corrected or arranged for the correction of equipment when found to be defective. This drive is worthy of the best efforts of every car inspector. Let's make even a better showing in the future.

Walter Greely, premier bowler of the Baltimore and Ohio league team, has been scouting around of late for new talent. Guess he has secured a line up which will be a winner as we hear that he is contemplating a trip out of town. He has a reputation of always bringing back the bacon. Good luck, Walter.

Because of the reduction of supervising forces in Newark Yards, Assistant Yardmaster A. S. Wahl has resumed his duties as yard clerk, West End Yards, Newark. Glad to see you back at your desk again, Andy.

A. B. Wheeler, who has been employed for many years as switch tender in Newark yards, is seriously ill at his home on Kibler Avenue.

Mrs. May Murphy, stenographer to General Yard Master Grimm, has been confined to her home because of illness.

Clay Horn departed for the West on December 15, intending to stop off at Los Angeles, to call on some friends. We understand that he carried with him a diamond ring. Rumor has it that the ring will be returned to the East on the hand of a western young lady who has been very busy in the Lasky Studio. Mr. Horn is yard clerk, Newark.

It is the desire of your correspondent that every employe on the Newark Division take an active part in collecting information to be used in the MAGAZINE. Get busy and let us know what is going on at your station.

Charles M. Hinger

Charles M. Hinger was born on October 4, 1872; he died at Newark, Ohio, February 1, 1922. Mr. Hinger entered service with the Baltimore and Ohio as an engine cleaner, Newark, Ohio, shops. He entered his apprenticeship as blacksmith on March 14, 1890; was made blacksmith, March 14, 1894, and continued in the service at Newark, Ohio, until November 1, 1908, when he was made blacksmith shop foreman, Garrett, Ind. He returned to Newark



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as blacksmith foreman on January 7, 1914, and remained in same capacity until December, 1920, when his health forced him to retire from active service.

In 1896 he was united in marriage to Miss Bertha Adkins, who, with a son, Charles A., Jr., one daughter, Mrs. Earl C. Forbes, and one grandchild, Jack Forbes, survives.

"Charlie" was kind and congenial and was well liked by his fellow employes, especially those of whom he had charge. We extend to the family the heartfelt sympathy of the employes on Newark Division. The accompanying picture shows Mr. Hinger, second figure from the left. Reading from left to right, those in the group are: Assistant Foundry Foreman Charles Haslop, Blacksmith Foreman Charles M. Hinger, deceased; Tank Foreman Ira A. Peterman, Assistant Machine Shop Foreman Clyde C. Hupp and Tool Room Foreman Robert J. Brooker.

District Master Mechanic W. D. Johnston arrived in Newark recently to make one of his periodical visits. On his arrival at Master Mechanic's Office he had in his possession a beautiful Knight's Templar charm attached to a very fine chain. Mr. Johnston claims that on his way from the



Group of Newark Division employes, including the late Charles M. Hinger

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depot to the shops, he was met by General Yard Master Grimm, who handed him a case containing the charm and chain. Mr. Grimm seemed to know nothing in regard to the contents of the package he handed to Mr. Johnston, simply had orders to give the package to Mr. Johnston the next time he saw him. Now Mr. Johnston is the proud possessor of some nice jewelry and is unable to find out why he was given the charm or who it was that was of the opinion that he needed such decorations to improve his already tidy appearance.

Mt. Vernon, Ohio

The Mt. Vernon Bridge Company is now working on the structural steel which is to be used in the erection of the Ohio State University Stadium at Columbus, Ohio. This is to have a seating capacity of 60,000. The Baltimore and Ohio is moving this structural steel from Mt. Vernon to Columbus at the rate of from five to eight cars per day.

G. L. Strong, who for a number of years has been leverman at the tower, and recently tallyman at the freight house, has accepted the position of night clerk, passenger station. Success to you, George!

Church. Miss Mary McGowan attended as bridesmaid, and Joseph Diffley as best man. The happy couple departed on an eastern honeymoon trip. They will take up their residence in their new home on West Clayton Street. In the picture are, top row, left to right, Miss Mary McGowan, bridesmaid, Joseph Diffley, best man; bottom row, the bride, Mrs. I. H. McOwen, and the groom, I. H. McOwen.

The first meeting of the newly organized class of accounting, was held in the Division Accountant's Office on Monday, January 9, with an attendance of 23 members. Division Accountant P. H. Groscup, who originated the idea of organizing the class, opened the meeting and spoke at some length on the purpose of the meetings. The following officers were elected for the current year. President, P. H. Groscup; secretary, George B. Sprow, treasurer, J. W. Ballentine. The Social Committee will be composed of W. J. Thatcher, chairman; Fred Ellis, Whan Poole, Ruth Dufford and Gladys Keelan. Meetings will be held every Monday evening, with a short instruction on the various phases of accounting, after which a half hour is devoted to the question box. All clerks are at liberty to ask any question pertaining to modern accounting. These weekly meetings are

waxing warm in enthusiasm, and much good is being accomplished for both employer and employee. Arrangements are now under way for the first banquet and ball to be held in the near future. It is the intention to feature the meetings with social functions at which various members of the operating staff will be present. These will give short talks on the modern methods of successful railroading.

The New Castle Division is represented in the City Basket Ball League with one of the best teams which ever graced the floor in the great indoor game. Reynolds Suber is captain of the team and has associated with him Glenn, at center, Kocher and Eilbeck as guards. Buckingham is Suber's running mate at the forward position, and Burnett, VanFossen and Weisse are capable of filling either position, and have contributed much to the success of the team. At this writing the team is tied for first place.

Miss Gladys Keelan, stenographer to the division accountant, has returned from a three weeks' visit with her sister in Fort Pierce, Florida. She also visited Jacksonville, Miami and Key West.

Over five hundred employees and their families attended the second annual ball given under the auspices of the staff officers



WESTBOUND TRIMMER ENGINE AND CREW

On engine: Brakemen C. E. Fogley and G. C. Garbett; Below: Brakeman G. Weber, Conductor "Al" McCombs, Engineer W. J. Osborn, Yardmaster J. J. Kane. Upper right: Mary, 14-year old daughter of Engineer McGowan, New Castle Division; Center: wedding party of Freight Engineer I. H. McOwens (see accompanying note). Lower right: "Lonsome" Pine.

New Castle Division

Correspondent, J. A. JACKSON

H. F. Schwab, division storekeeper, New Castle Junction, has been transferred to the Chicago Division, where he will act in the same capacity, with headquarters at Garrett, Ind. During his stay in New Castle, Mr. Schwab made many friends among the employees on the Division, who, while they regret his leaving, are jubilant at his receiving a well deserved promotion. H. A. Lockart, South Chicago, succeeds Mr. Schwab at New Castle. He has already assumed his duties as storekeeper.

Miss Alice McGowan, sister of Engineer J. M. McGowan, and I. H. McOwens, freight engineer, were married on Wednesday, January 11, at St. Margaret's



of the New Castle Division, on Friday evening February 3, in the "Gardens" on Neshannock Avenue. Promptly at 8.30 the guests formed in a grand march around the beautifully decorated hall. From that hour until 1 a. m. the dancers were filled with the spirit of the occasion, stopping only long enough to enjoy the delicious refreshments provided for them by that past-master in the art of service, "Joe" Williams. Miss Pheobe Johnson, little daughter of Captain of Police T. H. Johnson, added to the pleasure of those present by an interesting program of serpentine and toe dancing. The center of attraction was graced with the presence of Mr. and Mrs. W. D. Reed, DeForest Junction, Ohio, who were the honor guests of the evening, and who celebrated their golden wedding anniversary in October. Guests were in attendance from almost every hamlet and city on the Division. All were loud in their praise of the annual parties which are being looked upon as permanent institutions of the Baltimore and Ohio Family. Master Mechanic J. A. Tschuor was chairman of the Committee on Arrangements, and by his untiring efforts the second annual ball will be long remembered as one of the most delightful and successful parties ever given on this Division.

Sincere sympathy is extended to General Yardmaster O. L. Murphy in the death of his infant son on February 13.

The accompanying picture is of west-bound trimmer engine and crew, New Castle Junction Yard. Left to right on engine: Brakeman C. E. Fegley, Brakeman C. G. Gorbet, Yardmaster J. J. Kane. On ground left to right, Conductor H. H. McCombs, Brakeman G. C. Weber, Engineer W. J. Osborn.

Extra Passenger Brakeman E. M. Pine, whose picture is shown, is known to his fellow employes as "Lonesome Pine." We have good authority that this is a misnomer, as the girls from miles around flock to the station at Painsville when No. 49 pulls in. "Lonesome's" classic features and appolo-like form easily class him as the "Beau Brummell" of the New Castle Division.

Cleveland Division

Correspondent, A. F. BECKER,

Secretary to Superintendent

Chester Smith is somewhat disappointed that he was not in "Uncle Bim's" place so that he might have an opportunity to marry the Widow Zander. "Speed" ran a close second but expressed his intentions too late.

"Jack" Foley contemplates establishing a residence at Akron prior to announcing

his candidacy for Mayor in the fall on the "Suffrage and Prohibition" platform. We wish him success.

Columbus Street Freight Office

Correspondent, H. B. SMITH,

Supervising Agent

To Chief Clerk McGinley we extend our deepest sympathy in the loss of his mother.

Misses Elgie Cartwright and Myrtle Lowther leave with our sincere good wishes for their new field of endeavor. We trust that their husbands will suffer no ill effects from amateur made "sinks."

Among our frequent visitors is Miss Florence Stahlnecker—but why does she look so lonely? Congratulations do not appear to be in order.

Miss Josephine Maroney was not among the girls that started the new year in suspense—the ring is a beauty.

"Dave" Hicks still calls roll on his "Harem in the Cage."

We knew that Ethel would object to John D's home grown moustache. Why refer to the weaker sex?

Lunch a la Totten is quite an innovation, but who likes to think of petrified food served "Warrensville style?"

On January 19 rumors were about at Cleveland that Senator Willis was to arrive on one of our trains. As No. 59 pulled in the depot at Cleveland, Claim Agent G. J. Maish stepped off and one of the newspaper reporters was on the job calling him Senator and ready to take down some notes. Of course, one can never tell how soon he will advance to such a position.

We are sorry to see Trainmaster H. C. Batchelder leave us, but inasmuch as he has received a promotion by being transferred to trainmaster, Newark, Ohio, we can only wish him success and good luck. He has been an employe on the Cleveland Division for 25 years and his friends will certainly miss him. However, we can safely say that he will capably and successfully fill his new position. We wish you good luck, "Batch."

Raising the Price

Mother: Johnny, will you be quiet for a bit?

Johnny: I'll do it for two bits.

Miss E. Benedict, trainmaster's stenographer, Cleveland, Ohio, is displaying a beautiful diamond ring. Say, "fellers," its on the right finger but on the left hand.

Massillon

Correspondent, W. E. BRUGH

Passenger Conductor B. S. Wilmott, trains 64 and 65, running between Lorain and Warwick, and who also conducts a grocery store in Lorain, recently had to lay off from work for three days on account of a sale on safety pins and clothes pins. It has been reported that a large volume of business was transacted during that period.

Conductor W. T. Ryan played hero at Lorain some time ago, when he caught a runaway horse, and probably averted an accident and personal injury. A brave act, "Tommy."

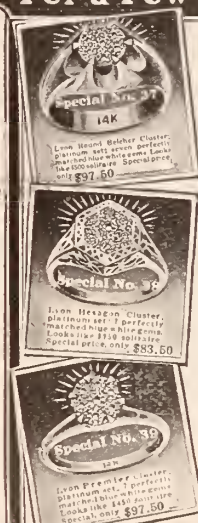
Floyd Weirich, baggagemaster, has returned to duty after a 21 day quarantine of smallpox. He said he felt as good the day he went into quarantine as the day he came out, but he could not convince the doctor.

George H. McCoy, ticket clerk and oper-

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ator, recently had the looks of his home improved with a smallpox sign. Here's hoping for his quick recovery.

Kent Spangler, chief clerk and cashier, Freight House, has recently purchased a fine diamond ring. He said it was two carrots, three tomatoes and a head of cabbage.

"Ed." Critchfield, who was furloughed from his duties at Massillon Round House, has been recalled to service. Glad to see you on the job again, "Ed."

On February 2, a staff meeting of section foremen of Sub Divisions Nos. 4 and 5, between Warwick and Holloway, was held at the Hotel Conrad, Massillon. A. R. Carver, division engineer, presided at the meeting. Trainmaster J. Fitzgerald and Supervisors E. Landis and C. C. Bierie gave short talks to the men. Lunch was served at 11.30 a. m.

Section Foreman "Bill" Furlong, while at luncheon at the section foremen's staff meeting, when in the act of taking his second dish of ice cream, made the remark that it was peculiar how so many old men were eating so much ice cream since prohibition. I guess you are right, "Bill."

Along the lines of saving and avoiding waste, Master Carpenter L. H. Douglas takes the prize. At the luncheon referred to, Mr. Douglas avoided the wasting of a dish of ice cream by coming to the assistance of one of his fellowmen, who did not want to make a bad showing by eating so much. Good work, "Doug."

Conductor J. W. Griffin has been off duty, sick for some few weeks, and it is hoped that he will soon return.

In the picture at top of next column we have Mrs. E. Poley and seven year old daughter, Nancy Jane, wife and daughter of RoundHouse Foreman, having a snow fight.

"Think big, talk little, love much, laugh easily, work hard, give freely, pay cash and be kind—it is enough. Do these and you may live without danger to your immortal soul."



"Count Hambrossia" de Reum



Snow pudding for breakfast?
Mrs. E. Polem and little Nancy Jane

Dover, Ohio.

It has been reported that Yard Conductor L. C. Murphy made application for position of policeman. Be careful, Murphy, or we will lose you yet.

Fireman F. T. Hill of Dover, is now \$400.00 farther away from paying any income tax, for in January a son was added to his family. Probably he will not have to be called now, as the youngster will be able to do that.

"Tom" B. Adams, former yard clerk, Dover, has been appointed night yardmaster, vice M. Reidy, assigned to other duties.

M. O. Howell, formerly night yard clerk, Dover, has taken day yard clerk job, made vacant by Mr. Adams. Merle can see almost as well by day as by night. Safety First, Merle!

Chicago Division

Correspondent, F. N. SCHULTZ, *Division Operator*, Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

PERMANENT MEMBERS

S. U. HOOPER Chairman, Superintendent, Garrett
T. J. ROGERS Vice-Chairman, Trainmaster, Garrett
GERTRUDE MANION Sec'y to Supt., Garrett
J. E. FISHER Trainmaster, Garrett
F. D. BATCHELOR Division Engineer, Garrett
F. N. SCHULTZ Division Operator, Garrett
E. J. McSWEENEY Master Mechanic, Garrett
D. HARTLO Road Foreman Engines, Garrett
W. E. FRAZIER Road Foreman Engines, Garrett
DR. W. A. FUNK Medical Examiner, Garrett
W. J. HANWAY Captain Police, Willard
J. L. ALLEN Division Claim Agent, Garrett
J. L. LEWELLYN Master Carpenter, Garrett
P. H. CARROLL Signal Supervisor, Garrett
ROBERT O'PERRALL Electrical Foreman, Willard
W. H. DEAN Division Storekeeper, Garrett
W. J. McVILLHILL Supervising Agent, Garrett
C. L. WOODCOX General Yardmaster, Garrett

ROTATING MEMBERS

A. C. PELL Conductor, Garrett
A. L. FARNER Engineer, Garrett
C. P. OMOHUNDRE Fireman, Garrett
H. M. DAUBER Brakeman, Garrett
CHAS. CORE Track Supervisor, Wellsboro

Jessie B. Bittman, conductor, Chicago Division, and popular citizen of Garrett, Ind., died on January 28, at Sacred Heart Hospital.

He was born on October 17, 1875, and entered the service on August 1, 1901, as brakeman. In 1910 he was made extra freight conductor; in 1918 he took a position as carpenter in the Maintenance of Way Department, but again, in that same year, went back to his work as conductor. In this last named capacity he served until his death.

Mr. Bittman was a member of the O. R. C. at Garrett, Ind. He lived in Garrett for eighteen years. Surviving him is the widow, Edith Bittman.

South Chicago

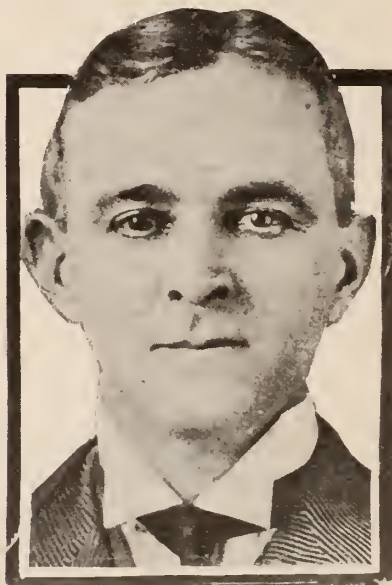
Correspondent, ESTHER J. SPREENBERG

There are smiles and there are smiles, but our "Boss," Mr. Altherr, wears THE smile

that won't come off. Why? A louncing baby boy was presented by Mr. Stork, in the Altherr home on January 22, so why shouldn't he smile?

William Rosenthal, chief reconsigning clerk, is again entitled to considerable credit. Mr. Rosenthal, by prevailing upon consignees to accept delivery of four cars at another point, saved the Baltimore and Ohio the sum of \$88.24, which would have been lost to the Company had consignees insisted upon original routing. This should encourage others to do likewise. Watch your chance.

There does not seem to be any depression in business at South Chicago, but rather an increase—both in eastbound and westbound. We are surely putting forth our best efforts to protect this increase and keep it on our rails.



The late Conductor Jessie B. Bittman
Chicago Division

Ohio Division

Correspondent, A. E. ERICH,
Secretary to Superintendent, Chillicothe, O.

We are glad to announce that Brakeman E. W. Davis, who has been off duty since September 3, because of chronic indigestion, is getting along very nicely.

Brakeman A. L. Romine, who has been off duty, undergoing special treatment at Johnson City, Tenn., for weak lungs, caused by being gassed while in the army, is much better.

Passenger Brakeman A. J. Garber, in attempting to get off on opposite side of platform in Cincinnati Union Station in order to change markers, was struck by another incoming train, which knocked him down and injured his hip. We hope for his speedy recovery.

A son was recently born to the wife of Clarence Hagler, night oil room attendant. Mr. Hagler was so happy that it was necessary for him to lay off "sick" on the day of this important event.

Boiler Inspector Charles Michaels died at his home at Chillicothe on January 25, after a 12 days' illness. Death was due to encephalitis or sleeping sickness. "Charlie" was well known and liked by the employees on the Ohio Division, who extend their heartfelt sympathy to his family.

A surprise came to all of us when the news leaked out that Thomas K. Wilson, clerk in Car Distributor's office, was married to Miss Charlotte Rice, daughter of Engineer J. V. Rice, on August 31, 1921. The marriage was solemnized at Newport, Ky. From all reports this event was expected to take place during September, but as nothing was heard about it, his friends thought it was all a "mistake." He admits that the promised "calf wagon ride" is still somewhat of a worry to him, but owing to the long interval having elapsed, he thinks this part should be overlooked. His friends are of a different opinion. We extend our congratulations and best wishes.

A recent arrival on the brakeman's extra board is a young man who was left at the home of Brakeman and Mrs. Walter Schaffer. "Schaff" says he is a "chip off the old block." We wonder if he will also acquire a taste for limburger like his "dad." Eh, "Schaff?"

In Memoriam

The uncertainty of life was never more vividly portrayed than in the sudden death of Signal Supervisor Edwin J. Allee, who recently passed away at the Good Samaritan Hospital, Cincinnati. Mr. Allee had been ill for only a short time from intestinal trouble and died following an operation which he underwent at the hospital at Cincinnati.

He was born in Oakland, Md., May 21, 1856, entering the service of the Baltimore and Ohio as water boy at Marietta, May 1, 1872, later working as carpenter, then signal repairman. He was appointed signal supervisor on the Ohio Division on May 1, 1902, serving in this capacity until his death. He was a well known member of the Veterans' Association, of the B. P. O. E., and of the Walnut Street M. E. Church; he was also a member of the Division Safety Committee. In his passing the Company loses a good employee, who will be greatly mourned by a host of friends, who extend their heartfelt sympathy to his wife. Interment was made in Spring Grove Cemetery.

The following resolutions on the death of Mr. E. J. Allee were adopted by the Veterans' Association, of the Ohio Division:

WHEREAS, God, in His infinite wisdom and mercy has seen fit to take from our midst Brother Edwin J. Allee, who was a kindly and lovable man, good to his family and a true friend to all who had the pleasure of his acquaintance,

THEREFORE, BE IT RESOLVED, that the Baltimore and Ohio Veterans' Association of the Baltimore and Ohio Railroad, of



The late Edwin J. Allee, Signal Supervisor, Ohio Division

which Mr. Allee was an honored member, extends to Mrs. Allee and relatives deepest sympathy in their hour of grief, and asks that the good Lord sustain and comfort them.

BE IT FURTHER RESOLVED, that these resolutions be placed on the minutes, published in the daily papers and BALTIMORE AND OHIO MAGAZINE, and a copy sent to Mrs. Allee.

(Signed):

W. W. WOODWARD,
ABE BAKER,
HERMAN FIGELSTAHLER,
Committee.

In the future, we would suggest that the Storekeeper's force at Chillicothe see that a competent guide accompanies Storekeeper Reynolds, when he makes a trip to Baltimore, as seemingly when outside of the "sticks" he is easily bewildered and lost. Recently while in Baltimore, in endeavoring to make a trip to Mt. Clare Shops, he was picked up as lost by a patrolman at Patterson Park. It was necessary to 'phone the storekeeper at Mt. Clare for directions. Of course this may not occur again, but the above is simply a suggestion.

Pearl Speakman, aged 49 years, fell dead near his home at Chillicothe while returning from his duties as blacksmith-hammersmith. His death was due to heart disease. Mr. Speakman had been in the service of the Company for 21 years. The stricken wife and family have the sympathy of his fellow workmen.

Dame Rumor has it that our popular third trick operator, D. D. Weinrich, at Midland City, took a leave of absence and enjoyed a honeymoon. Congratulations, "Weinie."

Our sympathies are extended to J. S. Randall, assistant engineer, in the loss of his mother, who died on January 23.

We are sorry to know that Everett Ray, second trick operator, Midland City, is on the sick list, quarantined for diphtheria. We hope for his speedy convalescence and for that of his family. Operator Minch is holding down second trick, while Mr. Ray is off duty.

"Eddie" Lyons, second trick operator, Blanchester, enjoyed (?) the holidays at his home nursing a severe case of tonsilitis. We are glad to announce that he is now back on the job, feeling fine.

Conductor "Joe" Phillips has taken the Hillsboro local job, and each day finds him either at Blanchester, Hillsboro or Midland City. "Joe" says they are all good towns.

Conductor "Tom" Hickey is on his new run, recently bid in by him—Nos. 3 and 2. "Tom" likes it better than on the Loveland Accommodation, as he says he doesn't have to stop at every corner. Conductor Frank Donnell is assigned to "the run that does stop at every corner," and says it is all right.

H. E. Coffey, former agent, Wilmington, Ohio, is now holding down the position of traveling freight agent, Louisville, Ky. We wish him success.

Operator W. H. Littlejohn participated in the big fox drive on January 28, that centered near the village of Guinea, Ohio. He reports over 2,000 "Guineas" in the drive and a round-up of three big foxes. Ten foxes broke through the lines and escaped before they centered; three of these escaped through Littlejohn's section of the line. This he is trying to explain—but cannot. However, the foxes caught were auctioned off, netting a nice sum of money, which together with the proceeds of the dinner, was turned over to the church at Guinea.

Another addition to the yard office. Born to Yard Clerk and Mrs. George G. Wilson, Jr., a son. George, of course, as well as engineer "Grandpa" George, Sr., is all smiles. Mrs. Wilson was formerly Miss Bertha Hawkins, an employee of the yard office. The young man has been given the name of George G. "the fourth." Congratulations!

Don't be blindfolded by inattention. Make use of all of your senses all of the time. Learn the A. B. Cs of Safety. Always Be Careful!

Miss Bertha Graves, clerk, freight office, seems to have considerable "business" with the Frad Candy Company, or with one of the employees. Of course that is all right. Having friends in another business, especially when that company does considerable shipping, helps boost the business of the Baltimore and Ohio.

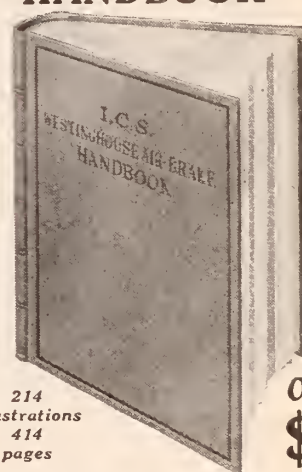
SAFETY AGENT SEZ—

Safety should be the first consideration of every employee.

To be careless, thoughtless or reckless means injury sooner or later to yourself or to others.

Just recently a trackman on one of the Western Line divisions, stopp'd work to clear a passing freight train. He attempted to "hop" the freight to take a short ride and fell underneath the wheels, receiving injuries from which he died later. Incidentally he broke a 45-month no fatal accident to employee record on that division. Let this be a lesson to YOU.

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| <input type="checkbox"/> Coal Miner's | <input type="checkbox"/> Poultryman's |
| <input type="checkbox"/> Chemist's | <input type="checkbox"/> Automobiles |

Name _____

Address _____

We are sorry to learn that it has been necessary for Robert Ogden, clerk, freight office, Chillicothe, to take leave of absence and go to Albuquerque, N. M., account of lung trouble, resulting from his being gassed while in the army. We hope for his speedy recovery and to see him back on the job again soon.

The accompanying photograph is of Rita Isabelle, age four, and Robert Daniel, age three, Cadden. These bright youngsters' parents are both strictly Baltimore and Ohio folks. Mrs. Cadden was formerly a clerk in the freight office, and "Dan, Sr." is a fireman. Also they are niece and nephew of Miss Bertha Streitenberger, stenographer to chief clerk, Superintendent's office.



Left: attractive home of Agent E. F. Prosch, South Webster, Ohio.
Right: Rita Isabelle and Robert Daniel Cadden



Mrs. H. J. Ruddick and her children

Toledo Division

Correspondent, EDWARD M. MANNIX
East Dayton, Ohio

Be an Optimist. Good times are just around the corner and coming fast.

A pleasing personality is that of Miss Gertrude McBride, our fair correspondent at the Division Accountant's Office. She is chuck full of business at all times, and always willing to find time to keep the office well represented in the MAGAZINE. Thanks, Gertrude, your work is appreciated.

I cannot say too much for our correspondent at Lima, Ohio, Ray Garrigus. His interest is never on the wane, he is always a good booster in the interest of the Company and our MAGAZINE. Keep it up, Ray!

Owing to a change in conditions the writer is now thrown in contact with the road men, and I take this opportunity of expressing to them my most sincere thanks for the many courtesies shown me and the spirit of loyalty displayed by them on all occasions.

The continuous campaign for the prevention of accidents at railroad crossings on the Toledo Division is now on full blast. The recent editorials in our daily papers bring home to us the awful consequences of carelessness. The Division Safety Committee is acting directly under the personal supervision of our superintendent, R. B. Mann, and will continue vigorously in their effort to educate, eliminate or legislate. We extend our thanks to the editors of our daily papers for their helpful publicity in this worthy cause.

Remember, vacation time is soon coming. Your friends are going away. Don't forget to tell them the Baltimore and Ohio will take them most any place they want to go.

Dayton again heads the list in the Honor Roll of "No Accident." This speaks well for Master Mechanic McMillan and General Foreman Gilmore, and the ever watchful eyes of roundhouse foremen.

Heard and Seen around East Dayton

"Bill" Phares singing—"Let the rest of the world go dry."

Walter Jackson singing—"And the farmer haul'd another load away."

Herman Kuhnappel—"Dot's it, don't it was," and just think, he is working with "Bill" Flanagan.

E. D. Phillians—Taking lessons in elocution and trying to tell Yardmaster Lett he knows his stuff.

W. A. Schnee—Trying to figure out whether he is going or coming.

Eugene Lowry and Walter C. Stine—Investing in Matrimonial Bonds.

Frank Proctor asked "Bill" Todd, why it was that people always cried at weddings? "Bill" replied, "Because they didn't have nerve enough to laugh."

Our latest vaudeville stunt; George Bergman and Nicholas Wittmer twisting the English language out of shape.

I am not going to say anything about the girls in the Master Mechanic's Office as I understand they are going to give considerable attention to the "Women's Department."

"When ere you think you're slipping,
And you're looking for a hand,
Reach up and grab the throttle,
And apply a little sand."

On January 14 we learned of the sudden death of Mrs. Mary Ortel, mother of Engineer Charles Ortel, Dayton, Ohio, and wife of John Ortel, who for many years was bridge foreman, Wellston Division.

This was certainly a shock to her many friends at Dayton, and especially to those of her own home town of Wellston, where she was known as "Mother" Ortel to all in the village. She possessed all of the qualities of true womanhood; sweet and charitable was her disposition, and many indeed were the tear-stained eyes that gazed upon her for the last time.

She was buried from Sts. Peter and Paul Church with requiem high mass, and laid to rest in the family lot at Wellston.

The accompanying picture is that of Mrs. H. J. Ruddick, wife of Machinist H. J. Ruddick of East Dayton, Ohio, and their children. All are Baltimore and Ohio boosters.

Division Accountant's Office

Dayton

Correspondent, G. M. MCBRIDE

"Owed to the BEANO"

'Tis strange how fancy wonders, when you've nothing else to do, to the things you really dream about—Why don't those dreams come true?

President Willard—just for instance—I'll bet he'd never tell of the things he's always dreamed about, 'till he feels like he could yell—The chances for the BEANO—how he'd plant in every heart, a love and inspiration that each might do his part.

There's Hill, another sample of the interest we should feel—how in his perseverance, true to duty—works so well. With his grip all packed and ready, a trip he'd make so he could rectify imagined wrongs and set vain fancies free.

Then too, there's Mr. Spencer, who with winning smile so bright, makes duty seem a pleasure and makes our burdens light. For he's working for the BEANO and he holds his workers, too—of course we cannot fail him—we couldn't now, could you?

For if we fell to wondering, "Joe" Fortman, tried and true, would saunter slowly down the aisle and place his hand on you. He'd tell you of your merits and of the place you'd fill, if you would only settle down to working with a will. And if he should neglect a thing, Inspector Mr. Maus would step right in—inspect the place—and put the thing across.

And Mr. White, a model man, he's right there when there's work, from morn 'til night he labors—and duty never shirks.

And Ronk, another pattern of rigid rules, you know—if you are not quite up with work, you then to him must show—the reason for such negligence, of how it's coming long—'till it almost makes it seem to you, an everlasting song.

Oh yes, there's Keinat, Bowman, Beck and right good men are they—no matter what is handed them, no temper they display. For they're working for the BEANO—'tis the height of their ambitions—and they're hoping always for results and not for vain omissions.

There's Mygatt, too, who has a brain—it's always sharp and witty; the reason is, he has a file, for filing up some ditty.

Another type of loyalty we find within this office—the girls—they say in haughty way "We don't need none to boss us." But Francis broke the precedent—she married at her leisure—and now with good true loyalty, she's wooing Clyde's own pleasure.

There's Shanty John—who ought to weight a hundred pounds or more—but keeps within the fly weight class by learning things galore. He's always asking questions—a dozen, seems to me, and chief among these questions you can hear is "Who is she?"

Of bands, hear Theis and Hartman (ye gods, how they will slam me) you can hear it most a mile away when Eddy's singing "Mammy." And then that Jazz that Theis puts on, it's really partly shocking when Eddy sings it sounds like—it is coming from his stocking. But Oh! when Harker starts to sing—I know you'll not believe it—that tune is gone just like the dawn and Harker can't retrieve it.

With poet lore you sure can soar with Vermillion at the fiddle—he can quote poet, first and last, from both ends to the middle.

While strolling slowly down the street—another pal we always meet, Boorum is hanging on his arm, a man possessed of wondrous charm.

And happy, smiling, genial Nann—in spite of fun he's a competent man. He's railroaded practically all his life; knows all the pathways, the toil and the strife of many a railroad but chief of all these it's the BEANO now that he's trying to please.

(To be continued next month)

Lima

Correspondent, RAY GARRIGUS

The New Word

Allan Upward once wrote a remarkable book entitled "The New Word." The word, as the reader learned somewhere near the back cover of the book was "idealism." Materialism as a living faith was doomed. Nobel had struck boldly for idealism in offering his prizes for conspicuous achievement, and the whole process of civilization was swinging toward the ideal.



A GROUP FROM LIMA

Upper picture: "Jack" and Junior Nock, and Mrs. J. O'Toole. Lower: Miss Esther Roberts

Then came another word, "efficiency," which seemed to hold the field for a time.

Now there is still another "new word" It is heard on every side. It is on almost every tongue. It might be called the motto of the present day, at least the destined motto of tomorrow. People are just beginning to realize it consciously.

It is "co-operation."

Only a few weeks past a terrible accident happened near Lima. A large motor truck carrying children to school was struck by a freight train and six children were killed and twenty-four injured. With the idea of preventing accidents of this nature on the Baltimore and Ohio Railroad, a safety campaign has been launched on the Toledo Division. It is aimed especially at grade crossing accidents.

Unlike previous safety campaigns, this one is chiefly of interest to the public. And the public is co-operating.

During the week of February 4, Lima newspapers carried several columns of safety matter contributed by the railroad. In this way 75,000 people in Lima and vicinity were acquainted with the purpose of the campaign. How is that for co-operation?

Our city's slogan is "Lima Leads" and again it is demonstrated that it is an appropriate one. The city commission at the last regular meeting took action to eliminate grade crossing accidents in Lima through passage of an amendment to the city's traffic ordinance. It is understood

that the action is a direct result of the safety drive inaugurated by the Baltimore and Ohio railroad. The ordinance, as revised, prohibits crossing or attempting to cross any steam railroad line at any street crossing where a watchman is stationed until given a signal to proceed by the watchman. Failure to comply with this regulation in the future will be a violation of the ordinance and the crossing watchmen are empowered to arrest all offenders. Here is co-operation in the broadest sense. And again we repeat our slogan, "Lima Leads."

The accompanying photograph is of Miss Ester Roberts, chief clerk to Trainmaster C. W. Havens. Miss Roberts has a record for efficiency, especially where the caboose report is concerned.

We often wonder why Foster Sanders carries those waybills around in his pockets. Wilbur Smith is almost persuaded that Foster is growing absent-minded. Don't take 'em home again, "Fos."

The picture herewith is of Jack and Junior, sons of Pipe Fitter Carl Koch, with their aunt, Mrs. J. J. O'Toole, formerly employed as stenographer, local Storekeeper's Office.

George Pond and Jack Welch, switchmen, have qualified to become conductors. Good luck, fellows.

Forty years switching in one yard! This is the record of Jack Harboldt, conductor

of the shop engine, who completed his fortieth year in the Lima yards on February 14. Jack says that the only difference after forty years of throwing switches is that he isn't quite as handy with his fists as he was. Still the tongue is mightier than the fist, and Jack is a living example of this old truth.

Earl Moreo, car repair apprentice, was married on January 16 to Miss Clara White of this city. The best of wishes kind and true from all of us to each of you!

John Suydan and his section gang are certainly making things shine along the railroad. Good work John! We understand that you are in the habit of meeting section foremen from other roads at the Locomotive Club on Saturday nights and teaching them the rudiments of section keeping. You tell 'em, John. You should know.

Transportation is one of the serious problems with which the Deisel-Wemmer Company, cigar manufacturers of Lima, has to cope. Mr. Glover, sales manager, cited instances to the correspondent where cars had been delayed for weeks on prominent lines competing with the Baltimore and Ohio. The Baltimore and Ohio is given preference in all cases where shipments can possibly be routed over its lines. The Deisel-Wemmer Company manufactures the San Felice and El Verso cigars, which can be bought on all Baltimore and Ohio dining cars.

The Female of the Species

A stranger to that part of the country was walking along a lonely stretch of road in the hilly part of Arkansas, when he saw a girl running toward him. She was barefooted, her hair was flying loose and there were two blood hounds rapidly overhauling her.

He didn't want to see the girl hurt, so he shot the hounds. The girl disappeared down the road.

A little later he met three mountaineers on horseback.

Said one, "Stranger, did yu see a gal, down that-a-way with two dawgs after her?"

"I did."

"Which way did she go?"

"She went on down the road. I didn't want to see her hurt, so I shot the dogs. What had she done?"

"Shot them dawgs? Done? She hadn't done nothing! And them dawgs wouldn't have hurt her! They're trained. That gal was goin' to be married to-morrow, and we was just goin' to catch her and put shoes on her!"—Everybody's

Where Did He Expect to Wake Up?

A surgeon was performing an operation on a patient when a fire started in a warehouse across the street, illuminating the whole operating room. Having finished, the doctor said to the nurse: "I think the patient is coming to; you had better pull down the shade. I don't want him to think that the operation hasn't been a success!"—Anon.

"We wish somethin' would be done about freight rates so we wouldn' hear so much about 'em ever' time we pay 50 cents fer a quarter's worth o' somethin'."



Would you recognize this as H. E. Cyphers, 3rd trick, AK Tower, Wapokoneta, Ohio—by himself?

Good Housekeepers at Philadelphia Passenger Station

IT was a gloomy morning in February. The gates at Philadelphia Passenger Station, 24th and Chestnut Streets, had opened and the passengers were hurrying out to take train No. 21.

Elbowing his way through the crowd to the gate in his haste to get to the train before anybody else was a heavily burdened son of Italy. In his arms was a cardboard box about eighteen inches square. Breathing heavily, the young man managed to reach the gate, then, puffing excitedly, and transferring his baggage so that it leaned against one side of the gate, he fished in his pockets for his ticket. At last he brought it out, had it properly examined by the gate-keeper, and was in the act of transferring it to his pocket again when someone behind him called out, "Hey, there! Get a move on you!" But it was not until he had his ticket safely stowed away in an inner pocket that our dark haired friend condescended to move—and this time it was not wholly of his own accord, for the crowd had begun to push.

Suddenly and with a mighty "Plump!" down went the Italian and with him his precious package. Then, with a grace that might have put Charlie Chaplin's custard

pies to shame, out rolled dozens and dozens of crispy doughnuts. Like little cart wheels they shot one after another from the box and went sailing 'round and 'round over the station platform. The spectators both laughed at and pitied Signor Doughnut Vendor, and several merry giggles burst forth from the lips of light-hearted school-girls.

A college boy began to whistle "Down Went McGinty to the Bottom of the Sea," while a "redcap" paused under his burden of suitcases to gaze at the Italian who by this time was busy picking up his little runaways.

"Say dere," called the porter, his countenance plainly registering an expression of disgust, "you-all aint goin to eat dem dirty doughnuts, is you?"

The man with the red bandanna about his neck looked up in evident surprise.

"Eat heem!" he cried, "Sure I eat heem! These floor ees so clean, lika da candy keechen. See!" And picking up the last runaway doughnut, he thrust his little finger through the hole, held it up for a second before the astonished audience, crammed it into his mouth, and ran for the train.

One on the Engineer

By Harry Franks

Locomotive Engineer, Dayton, Ohio

THERE is a story going the rounds in Dayton yards which is enjoyed now by only a few who are on the inside.

It is of a conversation on a North Main street car. The principals were two city police officers and a prominent yard engineer who sat in the seat just behind them.

"Say, don't you know I've been craving another mess of that wonderful Jerusalem cabbage—have you any left over?" said one officer to the other.

"Yes, I have one head left and will cut it in the morning. Send your boy over with his express wagon for the half."

The engineer was by this time quite interested and he broke in with, "Pardon me, but what kind of cabbage were you speaking of?"

The officer explained Jerusalem cabbage by saying he raised a number of heads last summer, and could hardly find storage space in the cellar for the crop. "You can imagine how large a head is when it will hardly fit in a wash tub and weighs 84 pounds" he added.

"Gee Whiz!" exclaimed the engineer. "How do they grow?"

The answer that they grew head down in the soil caused his eyes to bulge. "Have you any see I left I could have?" he said.

The officer bit his lip to keep his face straight and replied, "I have a few, but I don't fancy carrying more than one at a time for you know each seed weighs around 14 pounds."

This was about the last straw, but the engineer was game, and he came back with the remark he would like to try raising them.

The officers then left the car, wishing him a good night and assuring him that he would get the seed for they would see him again soon.

We can picture him in the "Jerusalem Cabbage Patch," and hidden in the lines of this story we can also find a moral, which is old, but new to some:

"Believe only half of what you see, and nothing that you hear."

100 Per Cent

Jimmy: "Father, yesterday at school I made 100 on my studies."

Father: "That was fine; what study did you make it in?"

Jimmy: "Fifty on spelling and fifty on arithmetic."

—Southwestern Telephone News.

"When a bit of sunshine hits ye

After passing of a cloud

When a fit of laughter gits ye,

And yer spine is feelin' proud—

Don't fergit to up and fling it

At the soul that's feelin' blue

Fer the minit that you sling it

It's a boomerang to you."

—Selected.

Additional Honor Notes—Cumberland Division

The following observances and corrections were made on the Cumberland Division during January, 1922:

Date	Train	Engine	Place	Employee	Arch Bar Broken	Fiat Wheels	Brake Rigging Down	Brakes Sticking	Chain Dragging	Folcrum Bar Dragging	Broken Rail	Hot Car Boxes	Wheels Sliding	Broken Car Seals	Drop Bottoms Down	Totals
4	97	4421	Panchoek.....	J. N. Hottel...	x											
5	—	—	Hancock.....	O. J. Rash....		x x										
6	E. E.	4431	Hobbs.....	W. R. Meredith...			1									
17	"	4415	Hobbs.....	W. R. Meredith...				1								
28	29	4439	Hobbs.....	W. R. Meredith...					1							
28	E. W.	4421	Hobbs.....	W. R. Meredith...						1						
31	"	4406	Hobbs.....	W. R. Meredith...				1								
8	—	—	Hardman.....	S. E. Elsey....						1						
8	E. E.	4420	Engles.....	R. W. Cross....				1								
9	"	4437	Engles.....	R. W. Cross....				1								
9	"	4433	Okonoko.....	J. C. Snyder....			1									
9	94	4423	Green Spring.	G. W. Kaylor..				1								
10	97	4410	Green Spring.	G. W. Kaylor..								1				
20	97	4415	Green Spring.	G. W. Kaylor..			1									
31	E. E.	4407	Green Spring.	G. W. Kaylor..								x				
10	"	4406	Okonoko.....	E. H. Gross....			1									
10	97	4879	Hardman.....	C. F. Helms....			1									
11	E. W.	4433	Martinsburg..	J. L. Schroder..								x				
15	"	4418	Martinsburg..	J. L. Schroder..								x				
28	E. E.	4410	Martinsburg..	J. L. Schroder..			1									
12	1	5056	West Keyser..	T. F. Wempe..			1									
12	14	5059	Hobbs.....	Q. Hobbs.....			1									
14	E. E.	4415	Martinsburg..	Q. Hobbs.....								1				
18	"	4400	Okonoko.....	A. C. Hardy....								1				
21	—	—	Little Cacapon	A. C. Hardy....						1						
21	E. E.	4431	Sir John's Run	B. A. McCullough										1		
22	E. W.	4419	Sleepy Creek.	H. R. Hood....											1	
23	—	—	Millers.....	S. N. McCullough						1						
26	E. E.	4404	Sir John's Run	V. D. Twigg....						1						
Totals..					1	2	6	7	1	1	4	4	2	1	1	30

x Indicates cars seen

"Safety-Valve Steve" Says:

Tim, my fireman, can't wear his jumper when he's firing—but when the run's over he slips on a slick jumper and gives the crowds the once over.

Yes—Tim is careful that all Overalls and Jumpers he buys are made out of Stifel's Indigo Cloth. I switched him in right twelve years ago when I says—"Tim—always look for this boot-shaped trade mark in your Work Clothes."



All the big Overall and Work Clothes manufacturers use Stifel's Indigo Cloth because it wears best. Well—we're pulling out now. See you later.

*Garments sold by Dealers Everywhere
—We are Makers of the Cloth only.*

J. L. STIFEL & SONS

Indigo Dyers and Printers

Wheeling, W. Va.

New York

Baltimore



Stifel's Indigo Cloth

Standard for over 75 years

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M. G. STONEMAN
Founder in 1848

A New Way To End Your Roof Troubles



To every man who has a roof over his head and over his property this advertisement is of vital importance. It presents to him in Country Gentleman Asbestos Roof Cement the opportunity to transform his old, leaky, down-and-out roof into a new roof, a handsome roof—an almost eternal roof—at a very low cost. It shows him how to keep in his own pocket the big money he would ordinarily spend for costly roofing materials and high-priced skilled labor.

For many years Country Gentleman Asbestos Roof Cement has been a local proposition. On the homes, farms and estates in and around Albany it has been severely and thoroughly tried by fire, sun, storm and time. It has never been found wanting. We are now ready to nationalize our product; to give to the whole country the benefit of its superior service and its remarkably low cost.

Country Gentleman Asbestos Roof Cement

Reg. U. S. Pat. Off.

10 Year Money-Back Bond

Made entirely of ingredients created by Nature. Has an affinity for iron, steel, tin, wood, cement, gravel and all other roofing and building materials. Preserves indefinitely the life and wear of nearly everything it touches. It is Fire-Resistant, Water-Proof, Acid-Proof, Sun-Proof, Storm-Proof, Wear-Proof, Rot-Proof, Rust-Proof, Rodent-Proof, Elastic and Everlasting. "A Dab Saves a Dollar."

It comes in both Liquid and Plastic forms. The Liquid Form is a combination roof-paint

and roofing-material that penetrates into, and seals forever all holes, cracks, breaks and leaks. It is applied with a brush. "A Dab Saves a Dollar." The Plastic Form is used to seal big holes and breaks. "A Dab Saves a Dollar."

When used together the two forms make a combination that will end all your roof troubles. The cost is so low that it is out of all proportion to the perfect and permanent results it gives. "A Dab Saves a Dollar."



A Thousand Money-Saving Uses

Country Gentleman Asbestos Roof Cement preserves the life of boilers, bridges, pipes, tanks, poles, gutters, fire-escapes, ventilators, gratings, railings and fence-posts. Is a strong binder on all kinds of cement and concrete

work. Instantly seals holes in mesh wire, metals, etc. Has a thousand money-saving, time-saving, labor-saving uses on farm and estate. Used by roofers as a tough and elastic preparation for flashings.

Save Money-Make Money

FREE

We want to secure instantly a nation-wide interest in Country Gentleman Asbestos Roof Cement. We know that every trial order will make a permanent customer for our product. We know that every customer will just have to tell his satisfaction to his friends, and so make other customers for us. To secure quick action, we are making it profitable for you to be prompt. We are giving Free to those who order early from 19 to 25 pounds, Plastic Form, Country Gentleman Asbestos Roof Cement and also a Country Gentleman Special Roof-Paint Brush. Our circular gives full particulars of the gift offer.

Order by Mail Write Today for Particulars

Don't spend any money for new roofs or for repairs until you give us the chance to prove the merits of Country Gentleman Asbestos Roof Cement. Learn how it makes the ideal roof for residence, factory, church, barn, poultry-house, silo, etc. Learn how by simply spreading it over an old, badly-worn roof you can get a new and handsome roof at

a saving of hundreds of dollars. Learn how easily, cheaply and thoroughly you can repair the leakiest roof, even during a storm.

Read our Money-Back Bond. Learn how you are protected to the utmost; how you get your money back without quibble, question or formality if Country Gentleman Asbestos Roof Cement fails you in any way within 10 years.

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Baltimore and Ohio Magazine



APRIL

1922

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BALTIMORE & OHIO RAILROAD

PASSENGER TRAFFIC DEPARTMENT

SPECIAL ANNOUNCEMENT

Effective Sunday, March 12, 1922

THROUGH TRAINS

CINCINNATI—TOLEDO—DETROIT

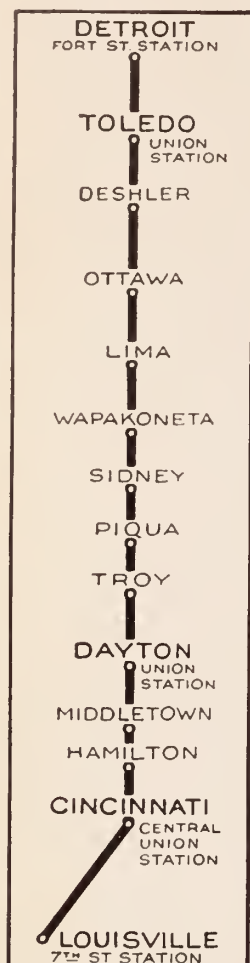
EXTENDED TO AND FROM LOUISVILLE

WILL USE

Central Union Station (Cincinnati)

INSTEAD OF FIFTH AND BAYMILLER STATION
ELIMINATING TRANSFER ACROSS THE CITY

THREE THROUGH TRAINS DAILY EACH DIRECTION



	56	54	58	(Central Time)	55	53	57
	3.30 a.m.	8.00 a.m.	6.00 p.m.	Lv. Louisville.	Ar. 7.40 p.m.	11.20 p.m.	11.55 a.m.
	7.35 a.m.	11.50 a.m.	9.25 p.m.	Ar. Cincinnati	Lv. 3.45 p.m.	7.50 p.m.	8.20 a.m.
	8.00 a.m.	12.15 p.m.	10.00 p.m.	Lv. Cincinnati	Ar. 3.20 p.m.	7.30 p.m.	7.55 a.m.
	9.40 a.m.	1.50 p.m.	12.00 n't.	Ar. Dayton	Lv. 1.35 p.m.	5.47 p.m.	5.45 a.m.
	1.00 p.m.	4.55 p.m.	3.55 a.m.	Ar. Deshler	Lv. 10.27 a.m.	2.38 p.m.	1.50 a.m.
	1.45 p.m.	5.55 p.m.	5.00 a.m.	Ar. Toledo	Lv. 9.30 a.m.	1.45 p.m.	12.40 a.m.
	3.55 p.m.	7.55 p.m.	7.15 a.m.	Ar. Detroit	Lv. 7.20 a.m.	11.45 a.m.	10.15 p.m.

THROUGH CAR SERVICE

- 56—Sleeping Car, Louisville to Cincinnati. (Open for occupancy 9.30 p.m.) Coaches Louisville and Cincinnati to Toledo and Detroit. Pullman Parlor Car and Dining Car, Cincinnati to Toledo and Detroit.
- 54—Pullman Parlor Car, Dining Car and Coaches, Louisville and Cincinnati to Toledo and Detroit.
- 58—Sleeping Cars and Coaches, Louisville and Cincinnati to Toledo and Detroit. Sleeping Car, Dayton to Detroit. (Open for occupancy 9.30 p.m.) Dining Car Louisville to Cincinnati. Toledo sleeper may be occupied until 7.30 a.m.
- 55—Pullman Parlor Car, Dining Car and Coaches, Detroit and Toledo to Cincinnati and Louisville.
- 57—Sleeping Cars and Coaches, Detroit and Toledo to Cincinnati and Louisville. Sleeping Car, Detroit to Dayton Dining Car, Cincinnati to Louisville. Sleeping Car open for occupancy in Toledo 9.30 p.m. Dayton Sleeper may be occupied until 7.30 a.m.
- 53—Pullman Parlor Car, Dining Car and Coaches, Detroit and Toledo to Cincinnati and Louisville.

A La Carte and Table D'hote Service in Dining Cars at Moderate Prices.

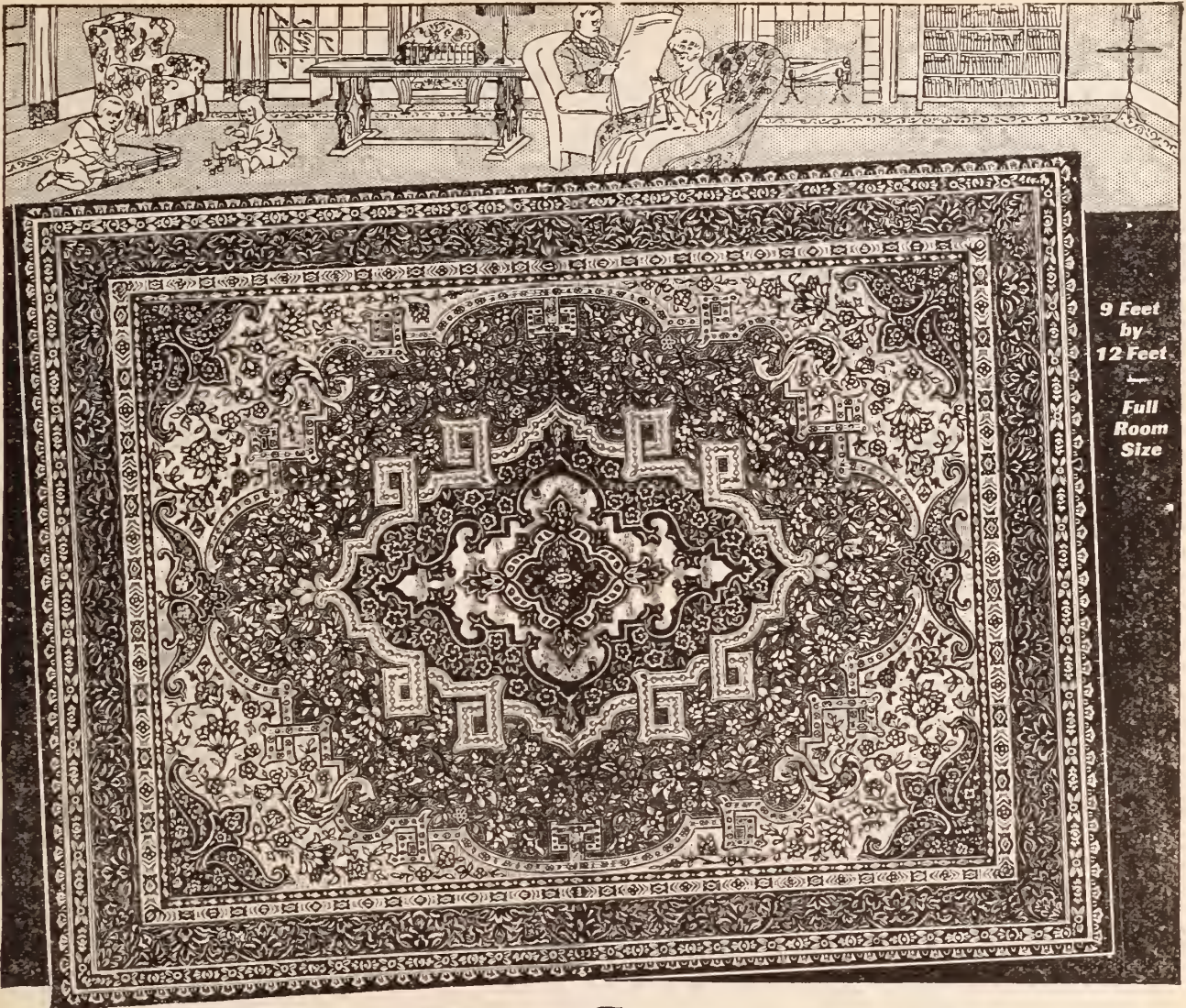
Local trains between CINCINNATI, HAMILTON, DAYTON and TOLEDO, will continue operating to and from Fifth and Baymiller Station.

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GEO. W. SQUIGGINS,
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Send \$1.00 now. Balance \$2.50 monthly.

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Town.....State.....
State Your Occupation.....Color.....

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Volume 9

Baltimore, April, 1922

Number 12

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

THE READER AND ADVERTISING

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



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Ambitions

Grandmother wanted to have the biggest and whitest washing on the line before the neighbors had theirs out; to make the best soap, jellies, bread and pies; to have the reputation of keeping the cleanest house in town; to be well married early in life; to have a large family of well behaved children, and to have her friends think a recipe must be good if she used it.

Mother wanted to be cultured and refined and to do the proper thing at all times; to be well married rather late in life; to have two or three well-dressed children; to be able to hire and keep a good maid; to be dressed in good taste, and to have her friends think a word was spelled or pronounced correctly in her way.

Daughter of to-day wants to live in the most exclusive apartment house in the city; to be able to drive her own car; to have a chow, a Pekinese or a Persian cat; to be married and divorced a time or two; to have her friends think her gown the latest fashion or she would not be wearing it; to have girls ask her what kind of powder and rouge she uses, and to make men turn around.

—Katherine Negley in *Judge*.

Canadian Justice

An Ontario farmer caught a young woman doing a "September Morn" on his property and had her hauled before the County Magistrate.

"What's the charge?" asked His Honor. "Takin' a bath in the spring, Your Worship," said the constable.

The aged dispenser of justice consulted a dog-eared copy of the statutes and buried himself in its pages for several minutes; then closing the legal tome and stroking his beard he said very solemnly: "The charge is dismissed and the miss is discharged. I find that she had just as much right to a bath in the spring as in the fall."

—*Boston Transcript*.

A Time for All Things

Pears like Polk Sawney, that runs the store at the crossroads, hain't overrid with enterprise," commented a citizen of Fiddle Creek, Ark. "Tuther day, frinstance, I went there in the middle of the afternoon to buy a little something, talk a few politics, and so forth. When I sa'ntered in nobody was in sight on the place. But after I tramped around for a spell a sleepy voice from under the counter sorter snarled:

"If you're a drummer that aims to sell me something, I don't want it; and if you're a customer that is figuring on buying something, why in fury can't you just as well come around sometime when I haint plumb—yaw-w-wn!—wore out?"

—*Kansas City Star*.

PATENTS

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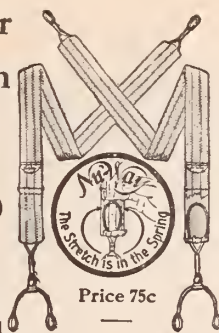
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Nu-Way Stretch Suspender Co., Mfrs., Adrian, Mich.



Price 75c

Ask for Nu-Way
Garters and
Hose Supporters

In the Chair

I felt his soft breath on my cheek
And the gentle touch of his hand
His very presence near me
Seemed a breeze on the desert sand.

He deftly sought my lips
My head he did unfold,
Then he broke the silence with,
"Shall the filling be silver or gold?"
—*Iowa Frivol*.

Modest Desires

Fond Mother: "Dorothy, if you are bad you won't go to heaven. Don't you know that?"

Little Dorothy: "Well, I've been to the circus and the Chautauqua already. I can't expect to go everywhere."

—*Orange Peel*.

His Right Idea

"What would you do if I turned you down?" she asked shyly, as they sat on the parlor sofa.

"The young man looked straight ahead, but said nothing. After a few moments of silence she nudged him with her elbow and said, "Didn't you hear my question?"

He looked around, apprehensively.
"I beg your pardon," he replied. "I thought you were addressing the gas."
—*St. Louis Republic*.

Bonehead

"G'wan, nigger, you-all ain't got no sense nohow."

"Ain't got no sense? Whut's dis yerc haid for?"

"Dat thing? Dat ain't no haid nigger; dat's jes er button on top yo body ter keep yer backbone from unravelin'."

—*The Lamb*.

A stout, baggage-laden, old English gentleman was trying to make a hurried exit from a railway carriage. At the door he stumbled on the foot of a brawny Scot. "Hoots, toots, mon!" growled the Highlander. "Canna ye look whaur y're going? Hoot, mon, hoot!"

The burdened traveler slammed the door behind him and shouted through the window:

"Hoot yourself! I am a traveler, not an automobile."—*Argonaut*.

\$215 In One Day

Bentley of Philadelphia made that. Hundreds making fortunes, too, with **Oliver Oil-Gas Burner**. Instant heat at turn of valve. Makes big hit with every woman. No coal or wood. Burns 95% air, 5% kerosene. 1 minute to demonstrate. Sells itself. No wonder agents clean up in all seasons—many in spare time. **OLIVER OIL-GAS BURNER & MACHINE COMPANY**. 2099.0 Pine St., St. Louis, Mo.

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FOR
TRANSPORTATION—
YOU SHOULD SMOKE
THE
SAN FELICE
AND
EL VERSO

FOR CONSOLATION

+++

The Deisel-Wemmer Co.,

Lima, Ohio

Cigar Manufacturers

Mother: "Did that man kiss you last night?"

Daughter: "You don't suppose he drove 90 miles to hear me sing?"

—*Paterson Press-Guardian*.



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YOU can have one of these well-paid, pleasant executive positions—40,000 of them in the big hotels of the United States—now America's Fourth Largest Industry. Statistics show that ONE IN EVERY TEN HOTELS WILL HAVE AN OPENING FOR A MANAGER THIS YEAR. Thousands of other positions are also open to those who qualify through training.

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Mammy

(In Memory of Mother's Day, May 14)

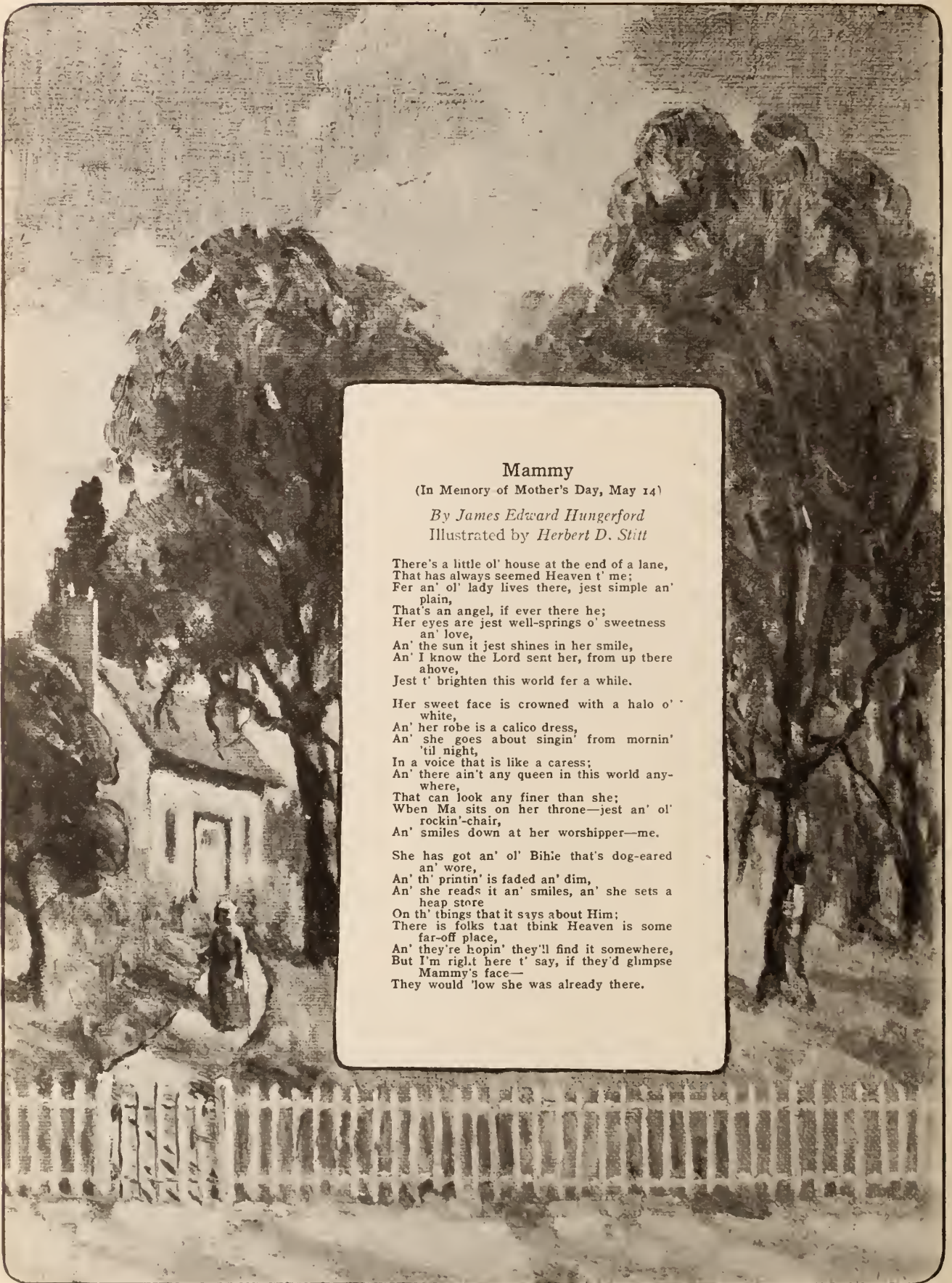
By James Edward Hungerford

Illustrated by Herbert D. Stitt

There's a little ol' house at the end of a lane,
That has always seemed Heaven t' me;
Fer an' ol' lady lives there, jest simple an'
plain,
That's an angel, if ever there be;
Her eyes are jest well-springs o' sweetness
an' love,
An' the sun it jest shines in her smile,
An' I know the Lord sent her, from up there
above,
Jest t' brighten this world fer a while.

Her sweet face is crowned with a halo o' white,
An' her robe is a calico dress,
An' she goes about singin' from mornin'
'til night,
In a voice that is like a caress;
An' there ain't any queen in this world any-
where,
That can look any finer than she;
When Ma sits on her throne—jest an' ol'
rockin'-chair,
An' smiles down at her worshipper—me.

She has got an' ol' Bihie that's dog-eared
an' wore,
An' th' printin' is faded an' dim,
An' she reads it an' smiles, an' she sets a
heap store
On th' things that it says about Him;
There is folks that tink Heaven is some
far-off place,
An' they're hopin' they'll find it somewhere,
But I'm right here t' say, if they'd glimpse
Mammy's face—
They would 'low she was already there.



BALTIMORE AND OHIO MAGAZINE

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

VOLUME 9

BALTIMORE, APRIL, 1922

NUMBER 12

Carrying on the Business Getting Campaign

Business Secured by Operating Department Employees Nine Years Ago Still Coming to the Baltimore and Ohio and in Increasing Volume—
Get Your Customer Now and Help Build Good Will
and Business for the Future

IN the January, 1913 number of the Baltimore and Ohio MAGAZINE, the fourth number in its history, Alvah E. Day, now supervisor of Weighing, wrote an article on Retail Transportation. It is not alone because of the thoughtful observations that he made in it on "employee solicitation" but also because of the present day status of the business he got these nine years ago and over, that we reprint a bit of his article, viz:

The observations on which this article is based were made in connection with the work of arranging a schedule for the movement of cars containing package freight. The retail business does not fluctuate to as great a degree as the carload freight, even in periods of depression; frequently when there is a falling off in the volume of carload traffic, the package business will show an increase, largely from patrons who in better times would ship in carload lots. The present heavy movement of traffic will hardly continue, and the time is approaching when both traffic and transportation officials will look with increased favor upon the retail or package business. It is in this branch of the solicitation work that every employee can help.

Now if something can be done toward securing a material increase in the retail business of the Company, when traffic officials make a request for additional cars the transportation officials will not be able to reply that there is not enough tonnage to warrant giving the service. Here is an illustration of the possibili-

ties. An employee who was to have a new roof put on his house asked the tinner by what line he received his freight.

"I leave that to the shipper," was the answer.

"If it doesn't make any difference to you," the employee persisted, "I'd rather like to have it routed over the Baltimore and Ohio. That's my road, you know. And you can't get better service from anybody." It didn't make any difference to that tinner; nor to the paper-hanger, when the matter was put to him; nor to the tailor, nor to the hatter. But when they all sent those orders and many other orders over the same route, which they found a convenient one, it *did* make a difference to the road. Freight formerly routed via competitive lines, one a water line, is now moving via the Baltimore and Ohio. Indeed the thing seemed so easy and the result so sure that others from whom supplies were purchased were approached, with the result that numerous shipping orders were obtained.

If the army of Baltimore and Ohio employees will each do a little soliciting, the result will be a more satisfactory service to the patrons of the Company, made possible by an increased schedule of through cars without transfer of the freight enroute; by the employment of a greater number of men to handle the freight and the additional trains; by increased revenue to the Company from the increase in the volume of package freight business; and by a decrease in claims for loss and damage.

Now as to the present status of the

business that Mr. Day secured: The tailor and the hatter (both well known as leaders in their respective lines in Baltimore) are still giving their business to the Baltimore and Ohio. It is certainly fair to assume then that a large number of the thousands of the concerns that gave our "ex-officio" solicitors of 1921 their business, will be with us well after the time that the Baltimore and Ohio has celebrated its centennial year in 1928.

Little has been said in recent issues about the business getting campaign started by President Willard last year and carried on so successfully. But this is not because the campaign has died out, by any means. Constantly the writer has employees tell him of the business they have secured, to such an extent in fact, that with many of our people outside the Traffic Department, business soliciting for the Baltimore and Ohio has become second nature. A recent case is this:

A woman employee heard of a friend of hers who was moving from Baltimore to Cleveland. The father was going first and was solicited to use our line. He refused point blank, saying that he preferred another, if only because of his habit of using it. The mother and daughter followed, both on our line, and following them the next day went a carload of household goods, a revenue producer for us because our young woman employee wanted to do a good turn, and did, for her employer.

President Willard told the representatives of the chapters of our Veterans who were in Baltimore for their annual convention in January, how earnestly he appreciated the splendid work that they had done. Others of our officers have expressed themselves similarly, and the MAGAZINE has given credit to every single

employe whose name has been sent it by the Commercial Development Department as having reported on the post cards the business they secured, when such report has been confirmed. Now, and since March 20, H. O. Hartzell, manager Commercial Development Department, has been visiting the various Veterans' chapters, with Grand President of the Veterans George W. Sturmer, expressing to each chapter the gratitude of the Management for the interest they have taken in increasing our revenues. These meetings have been well attended and the speakers have been assured of the continuing interest of our men in the business-getting idea.

Of Special Merit

When a concern has been using the service of a railroad for years, presumably with satisfaction, it is hard to get it to try a competing road. Yet that is what was done by Conductor Benjamin Wilmot, trains Nos. 64 and 65 running between Lorain and Warwick, Ohio. The general manager of the shipping company sent a nice letter to Superintendent Green, advising of two carloads sent over the Baltimore and Ohio, the first they had ever sent, the business coming to us on account of the fine solicitation of Mr. Wilmot.

Another very interesting case is this one:

Engineer G. E. Whitacre, New Castle Division, overheard Mr. Elder Robinson, at Mahoningtown, Pa., speaking about a trip to Florida. Mr. Robinson was in conversation

with one of the merchants in town and remarked that it was his intention to go by way of a competing line.

Mr. Whitacre interested himself and advised Mr. Robinson that No. 16 left New Castle in the morning and made direct connections for Florida, and he agreed to take Mr. Robinson to the depot where arrangements could be made for the trip. Then he added: "I am not very busy and I will move your baggage from your home to the Baltimore and Ohio depot if you go by way of our lines."

The result was another passenger, and we are sure, a pleased one, introduced to our service.

Another little epic in getting business is contained in a report of Sergeant Leonberger, Police Department, Baltimore Division, to his captain, J. J. McCarron. It reads:

"Through my solicitation a ticket to Louisville, Ky., was sold at the City ticket office today to Walter Leonberger, revenue \$24.62."

Another employe in the Baltimore territory who has done yeoman work in getting business for the Baltimore and Ohio is F. M. Branum, agent at Harrisonburg, Va. Mr. Branum has secured not one but dozens of carloads of business for us and his work is greatly appreciated by our officers.

Superintendent J. D. Beltz, Pittsburgh Division, recently sent us this post card received by Engineer Gomer Thomas:

"Dear Uncle Gomer:

Enjoyed our trip over the Baltimore and Ohio just fine. Now about one hour from Chicago. Had a great night's sleep, etc."

It was signed by two of Mr. Thomas's nieces. On the face of it it may seem but natural that the relatives of Baltimore and Ohio folks should choose their line in preference to that of a competitor. But it is the writer's belief that if every employe of the Baltimore and Ohio could get even all of his or her close relatives to ride our line, it would mean a noticeable increase in our revenues.

The name of Agent P. Colligan, Allegheny, Pa., has appeared so often and favorably in the accounts of our business getting campaign that we are but approaching a natural climax in recording comparatively recent accomplishments by him and his associates in bringing carloads to our lines. During July and August of last year Mr. Colligan secured business amounting respectively to \$547.25 and \$1686.38, from one of the large shippers in his territory. Incidentally this is the first business from this shipper that the Baltimore and Ohio has received since 1919 and it is still coming our way. From another shipper Assistant Trainmaster Deane and Mr. Colligan got respectively \$1525.57 and \$1172.71 during the same months, all highly competitive business. Another big shipper turned over \$644.19 worth of business during August. And to show that the business getting idea is permeating the railroad family at Allegheny, note that one of Mr. Colligan's yard clerks, A. W. Kaelin, secured freight revenue amounting to \$294.53 during September, 1921.

Other similar stories of how employes are helping in the upbuilding of our business, and hence of the Railroad, will appear in our May issue. Lack of space alone prevents their printing in this number.

Secured Home Conveniently— Wants to Buy Plot

Wilmington, Delaware,
March 14th, 1922.

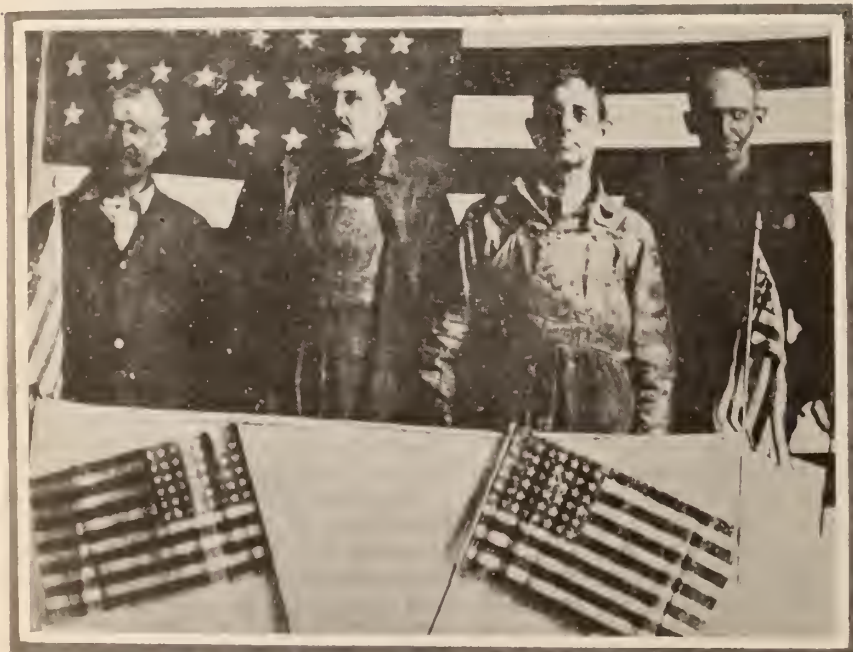
Mr. W. J. Dudley,
Superintendent Relief Department,
Baltimore, Md.

Dear Sir:—Enclosed find receipt for release of mortgage and other papers.

I assure you and the Relief Department that I highly appreciate what they have done for me toward getting a home. Am thinking seriously of buying ground under the house and will call and go into this matter with you in the near future.

Very sincerely yours,

(Signed) Thos. E. Gaynor,
Yardmaster



Speaker's stand, erected in Grafton Shops for the Business Getting Campaign, being tested out by some of the Grafton Veterans. Left to right: Treasurer J. J. Cassel, Vice President D. E. Robinson, President Frank M. Keane and Secretary C. W. Cassell

"Akron Division" the Consolidation of Cleveland and New Castle Divisions—Effective April 15

ON March 27 announcement was made by C. W. Galloway, vice-president in charge of Operations of the Baltimore and Ohio, that effective April 15, the Cleveland and New Castle Divisions, which comprise most of the Company's mileage in northern Ohio, would be consolidated into one division to be known as the Akron Division.

The consolidation was decided upon in the interest of economy and greater efficiency and to centralize the division headquarters in that territory, in line with a similar consolidation of the Illinois and Indiana Divisions on the Southwestern lines into the St. Louis Division, which

was put into effect January 1, 1922.

Headquarters of the new division are in the Hermes Building, Akron, Ohio, in the heart of the business district. D. F. Stevens, formerly superintendent at New Castle Junction, Pa., is the superintendent of the new division, which embraces 694.41 miles of main track and 449.02 miles of sidings, making a total of 1,143.43 miles of track.

It is felt that the change in operation will be more satisfactory to the shipping interests and the numerous industrial concerns in the territory involved, as it will enable them to keep in close touch with the operating officials of the road.

Death Comes to Hugh L. Bond, Jr., General Counsel, on April 11—Served Company Forty Years

AFTER an illness of less than 24 hours, Hugh Lennox Bond, Jr., general counsel and a director of the Baltimore and Ohio Railroad, died on April 11 at his home in Baltimore. He was 63 years old.

For 40 years Mr. Bond was connected directly with the Company. He spent practically his whole adult life with the Road, and his exceptional and minute knowledge of the Road was considered invaluable in its upbuilding.

Born in Baltimore on December 23, 1858, Mr. Bond graduated from the Phillips Exeter Academy in Massachusetts in 1876 and from Harvard University in 1880. After being admitted to the bar, he entered the service of the Baltimore and Ohio as counsel in office of the general attorney in 1882 and remained in the Legal Department continuously until his death.

For 13 years he gradually won promotion, until he was made general attorney in 1895, taking charge of the entire Legal Department. His value to the Road increased so much that in 1903 he was made second vice-president as well as general attorney and in 1907 his legal title was changed to general counsel. At his own request he was relieved of the duties of second vice-president in 1910 and was succeeded by George M. Shriver.

Still further recognition of his importance in the System was given in 1916, when he was elected to the board of directors to succeed Charles S. Harkness.

Counsel for Receivers

For a while when a young lawyer Mr. Bond was a member of the firm of Cowan, Cross & Bond. The senior member was John K. Cowan, who later became president of the road and was receiver with Oscar G. Murray from 1896 to 1899. Mr. Bond was the counsel for the receivers also. He had few other out-

side interests, although he was one of the counsel of the Seaboard Air Line Railway Company during its reorganization, and counsel for the Richmond and Danville Railroad Company during its receivership. He was a trustee of the Chesapeake and Ohio Canal Company.

Mr. Bond is survived by his widow, five daughters and four grand-children. He had two brothers, Dr. Summerfield B. Bond and Nicholas P. Bond, who died some years ago.

Expensive to Stop Train

PERHAPS the greatest waste of coal is by our railroads. At the present time the country's carriers use about 27 per cent. of all the bituminous coal produced in the United States each year. If this tonnage were placed in standard coal cars and coupled in a single train it would have a length of 26,260 miles. If moving at a constant speed of 20 miles an hour, this train would require 55 days to pass a given point. Such a volume of coal, writes Floyd W. Parsons in the *World's Work*, would be sufficient to pave a roadway from New York City to San Francisco one foot in thickness and one-half mile wide.

The railroads are badly in need of locomotives and cars. If our transportation lines were to effect a saving of two per cent. in their annual consumption of coal the amount thus laid aside would be sufficient to purchase several hundred modern locomotives and thousands of freight cars. For each one per cent. of fuel saved the railroads of the United States effect a direct gain of about \$5,000,000, while the indirect saving amounts to a sum that is equally as great. Of all the coal that is used in the firebox of a locomotive only six per cent. of the total value of the fuel is applied to the work of moving the freight or passenger cars.

When a pound of coal is burned in a freight locomotive at ordinary freight train speed, it will furnish sufficient energy to carry one ton 15 miles. An ordinary passenger locomotive consumes a pound of fuel for every 52 feet it travels. Each unnecessary stop made with a heavy freight or passenger train represents a fuel loss of from 500 to 750 pounds of coal, depending on the weight of the train, the length of the stop and the grade conditions. A brake line air leak on a train of 50 freight cars has been known to cause a loss of as much as 2,540 pounds of coal in a ten-hour period. The loss of coal

(Continued on page 12)



The late Hugh L. Bond, Jr.

Organization, Publicity and Teamwork Brought Remarkable Results During "Perfect Package Month"

By C. C. Glessner, General Freight Claim Agent

THE final totals of the "Perfect Package Month" show some wonderful results, the predominating feature being the fine work done by the various agents in organizing and supervising their forces. The station employees, too, deserve high praise—it was their fine support of the agents which made it possible to obtain such good results.

The month of November, "Perfect Package Month," brought some remarkable disclosures. There were literally thousands of corrections made in marking, packing, etc., which might have resulted in claims. Can you visualize what a vast loss it would have meant if we had received and paid only one claim for every five corrections made to shipments during the month of November? The loss would have been stupendous.

And now, having shown by organization, publicity and teamwork what can be accomplished in the reduction of claims during a test period, all those on the Baltimore and Ohio who have anything to do with the handling of freight, will, I am sure, be glad to apply the practical and helpful experience of this period to a consistent and steady effort all along the line to even better our relative showing in the future. The following paragraph certainly suggests that the experience of "Perfect Package Month" can be credited, at least in part, with the even better showing made during the months of December and January than was made during November, to wit:.

The usual time in which claims are filed for Loss and Damage is from 30 to 90 days after date of shipment, and on this basis I give below a comparative statement of Local Loss and Damage claims received for the months of November and December, 1920 and 1921, and of January, 1921 and 1922:

MONTH	1920	1921	Decrease	1922	Decrease
November	14593	7719	52.9		
December	14432	8554	58.5		
January		13208		7296	55.2

While it is true that the recent business depression may have contributed somewhat to this decrease in local claims, I do not believe that it was a predominating factor, but that in reality this statement expresses the results of the agents' activities in the prevention of claims during the "Perfect Package Month" of November.

If our agents will take as their slogan for the present year, "An Error Prevented is a Claim Saved," and if this is followed up, I have no doubt that we will continue to have

a steady decrease in local claims. The price of efficiency is constant alertness—to prevent errors not only by the shipper in marking, packing, bills of lading, etc.—but by our own station forces in loading, stowing, bracing, billing, etc. These are the errors which usually result in claims and cannot be watched too closely, and in order that permanent good may result from the recent campaign, I trust these items will receive your personal attention.

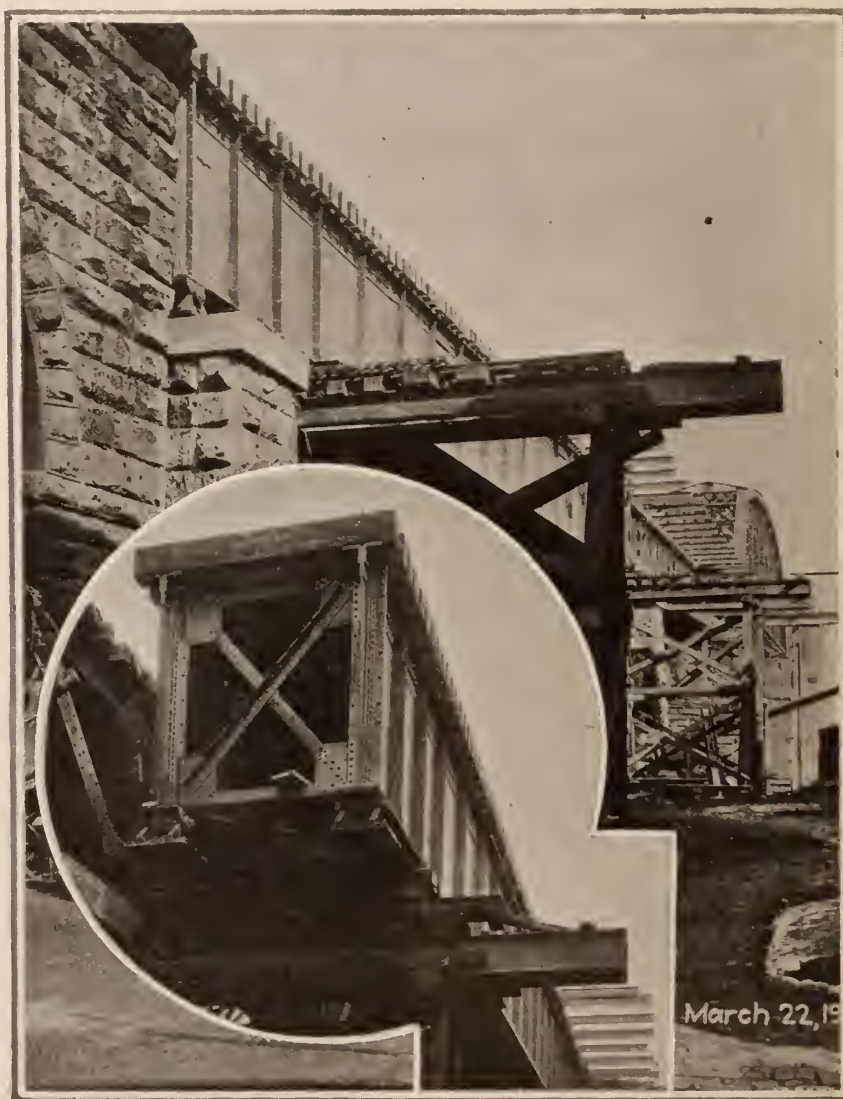
The Renewal of Spans 14 and 15, Ohio River Bridge at Bellaire, Ohio

By P. J. Lang, Jr., Engineer of Bridges

ON Wednesday, March 22, new Spans 14 and 15 of the Baltimore and Ohio Railroad bridge crossing the Ohio River between Benwood Junction, W. Va., and Bellaire, Ohio, were moved into place,

and two old spans were simultaneously withdrawn. The total weight of steel in the new spans is about 460,000 pounds. The entire weight moved on this occasion, including the old and new spans,

(Continued on page 13)



BELLAIRE BRIDGE—Spans 14 and 15

Insert: View of new spans on temporary supports immediately prior to rolling. Above shows new spans in final positions

Safety Section

Engineer Harry Franks says:

"Horsepower Has Bin Sufishtently Developed in the Moater—Wot We Need Now is the Devellopment of a Little Horse Sence in the Driver."

Deer Bro. Bill

I reseved your leter an wuz glad 2 no you liked wot I rote bout wots goin on in this big citie. But "Bill", I am lernin all the time an with wot I here an sea, I wunder at times if it is posibel 2 keep it after you get it, but mabe that is wot they kall edication.

You get a litle of everthing an not 2 much of any won thing, so I gess the mane part is makin the people think you are klever an no it all.

Goin 2 work last Sat I wuz sittin rite behind 2 laydies they wuz talkin an wun sed, well I hev maid up my mind 2 spend wun our everday konsentrating. I hev been doin this fer some time an the reasults are wunderfull.

So there talk got me 2 thinkin, so I ast the boss I work fer wot it ment.

He sed it wuz fixin your mind on a subject no mater how fer away, an makin a wish with your eys klosed, an wen the time had xpirid fer konsentrating, you draw a long breth, kinda relax, open your eys an you wud find your wish had kome tru.

Well, Bill, I maid up my mind I wud tri it wen I got thru from work, so I went 2 my room an sit down in the dark, klosed my eys, maid my wish, an put a limmit of wun our wich I thout wuld be long nuff.

Following the direcksions I fokused my mind on the paymaster lokated in the distant citie of Baltimore, an wished that wile makin out the pay checks he wud ad \$50. dolars to mine.

So wen the our wuz up I opened my eys, dru a long breth, relaxed an wayted fer pay day.

Well it kame but the results wer not faverbel fer I dru the same pay an wuz a day short on top of it.

There wuz an aksident at a krossin here a fue nites ago, and the auto driver 2 all apearences must hev been konsentrating, that is he fixed his mind on a subject wich in other words wuz his destination, an wile I dont bleve he klosed his eys, he set the limmit on the time 2 get there.

It wuz very foggy and hard 2 sea krost the streat, an wile his thots wer in the distance he faled 2 sea a ralerode engin, runing in 2 it kausing his deth.

The peepel I bord with kall there selvs spiritalists, I gess it is somthin nue an they klaim it takes grate study 2 bekum wun.

You no Bill they bleve in spooks, an they talk 2 any wun thats ded they want 2, but it must be done thru a persun they kall a meadeum, who it is xplained has the power 2 sea an here a spirit talk.

They say evry spiritalist has an indian spirit gide, advizing an pro-tekting them at all times from harm. If I rekall it rite bout a month ago a feller wuz kild by a ralerode engin on a krossin here, the gates wer down but he walked round them and wuz run over. I herd later he wuz beried from the spiritalist church, and I kouldnt help thinkin his indian gide must hev gone 2 a pow wow or tribe dance thereby negleckting his duty.

But in all fareness Ill hev 2 admitt most of us plaise 2 much dependence in others regarding our safety, who like the gide mite be on a vakation.

Sense I hev ben workin fer the ralerode all I here is safety furst, an its a fine thing 2, it aut 2 be in ever persuns mind at all times, no mater wot kind of a job they are on, an I must say I pracktise wot I prech ever day 2 the best of my abil-ity.

I scene a pease in our paper that apealed 2 me an if I remembur rite it sed, horsepower has ben sufishtently devellopmed in the moater, wot we nead now is the devellopment of a litle horse sence in the driver.

That is sain a hole lot in a fue words "Bill", but the pitcher on the edditoreal Paige showd old war man Mars talkin to an auto driver sittin in a big masheen, an pointing 2 a sine wich sed 48 thousan U S soldyers kild in the world war, an 91 thousan persuns kild by autos in the U S in the last yere an a half.

"Bill" we neadent be surprized if the figgers wer dubbeld fer the next yere.

I purty nere fergot 2 tell you, but in all the big cities like Nue York, Chicago and this citie the mane konversaytion beetween Auto oners, drivers, and some of the publik is eliminaytion.

Now "Bill" this is a big word an its meenin is not relized 2 the fulest xtent specialy wen we kome 2 konsider the enormus kost.

It tuk some time fer me 2 find out wot this wurd ment an wot the auto fellers want.

They dont want any restricksions in there racin up an down the streats an over krossins, so they insist on the ralerode kumpnys bildin tunells under each streat krossin the rode runs over an payin fer the job beasides.

I hev allways thot its a poor rule that wont wurk 2 ways, an wile the peepel are in the eliminaytion umer, I am goin 2 propose 2 our kumpny offisirs that they stop all tranes at the citie limmits, then kall up the Mayer on the telephone, an advize him pasenger trane No 1 frum Dtroyt 2 Sinsinati, is waytin fer the polease 2 stop the auto racin over the krossins long nuff so it will be safe 2 bring the trane in 2 the union depo.

I bleve it the ralerode kumpny aks on my sugestion the auto peepel will be forsed 2 admitt that others have rites, an the eliminaytion prossess will then start on there side of the fence with them payin the bill.

I gess you think I am krazy 2 rite bout such things but if you stay round here you will hev 2 no or pay so I am goin 2 be on the safe side.

Well "Bill" Ill hev 2 klose fer this time hopin you kan figger out wot I wuz riten bout, an reamember all of us kan profit by the other fellers sucksess or faleure, an it dosnt kost much, only time readin how it wuz done.

Now take your time readin this an anser sooner, fer I get kinda loansom fer nues from home.

So Good By,
JOHN.

Songs of Safety First

At fifty miles

Drove Ollie Pidd,

He thought he wouldn't

Skid, but he did.

—Rome, N. Y., Times.

Oh, sad's the fate

Of handsome Merle;

He had his arm

Around his girl.

—Exchange.

Traffic Department

Passenger

Eastern Railroad Finds Something to Advertise

Baltimore & Ohio Railroad Exhibits the Refreshing Aggressiveness of Western Roads of Pre-war Days

By J. G. Condon

THE Grand Canyon has been thoroughly sold to the people of the United States. It is something the Western tourist *must* see, and so large and important has that "*must*" become that other lines without a little old Grand Canyon nestling near their right-of-way have been hard put to find something just as good for the purchaser of Pacific Coast transportation. True, many of them have developed excellent attractions of their own, notably national parks of one sort and another, but no railroad traffic official will deny that one of the hardest things he has to buck in persuading a prospective passenger away from the Santa Fé and on to his own road is the popularity of the Canyon.

And now the East, if certain aggressive transportation men are to be believed, is going to have a Grand Canyon, too. Not exactly the natural wonder out in Arizona or anything approaching it, of course, but it is going to have something that the traveler coming East *must* see. It is going to be brought about, of course, by advertising.

The projector of this ambitious enterprise is the Baltimore & Ohio Railroad. Always a steady and constructive advertiser, the B. & O. recently has embarked on a campaign that has made other railroads take notice. The B. & O. always has favored the National Capital in its advertising. Even its trade-mark carries the familiar dome of the capitol building and it has used to good effect the Washington stopover privileges permitted in connection with a trip over its line. But the advertising heretofore has been confined almost exclusively to newspapers and generally then in small space.

There was genuine surprise the other day when the B. & O. suddenly blossomed out with large and handsome advertisements in several weeklies and monthlies of national circulation. It was something different for a railroad, particularly for an Eastern railroad. The advertising, simply headed with the one word "Washington," and showing an airplane view of the capitol, also was different. It did not even mention the B. & O. until the next to the last paragraph, and there is no description of train schedules, service, or any of the old familiar words of railroad advertising. The copy is inspirational. The principal thought is to be found emphasized in a little box in the centre of the advertisement, addressed "To the American People."

"Washington is the historic centre of the United States," it says. "Nothing so increases patriotism as a visit to the Nation's Capital, where America has written her history in sacred relics, memorials and magnificent architecture. Here are assembled the political, military and diplomatic forces that are making these United States a world power. It is the duty of every citizen to see Washington and realize more fully the greatness of his Nation."

A PROPER USE OF ADVERTISING

And the B. & O. is properly coupled up with this appeal by the chaste announcement that its trains between New York, Chicago and St. Louis pass through Washington and with the stopover privileges allowed offer a convenient way of seeing the capital.

But there is another unique feature in the advertisement—a coupon at the bottom to be filled out by those who would welcome

Inexpensive Excursions to Atlantic City

THE Baltimore and Ohio Railroad has arranged for the operation of seven 16-day excursions from points east of the Ohio River to Atlantic City for the coming summer season, on June 29, July 13 and 27, August 10 and 24, and September 7.

The fares from Pittsburgh, Parkersburg, Wheeling and New Castle will be \$15.60 for the round trip with proportionate fares from intermediate points east thereof.

Tickets will be limited to 16 days, including date of sale, and will permit of stop-overs at Philadelphia, Baltimore and Washington on the return trip for period not exceeding ten days within the final return limit upon notice to conductor and deposit of ticket with the depot ticket agent immediately upon arrival.

These excursions will cover the thickly settled territory in many large cities in western Pennsylvania, West Virginia and Western Maryland, including such cities as Pittsburgh, Washington, Pa., Wheeling, Connellsville, Uniontown, Morgantown, Fairmount, Clarksburg, Parkersburg, Grafton and all the territory contiguous thereto.

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an opportunity to examine the B. & O.'s 32-page "Guide to Washington." It carries the usual "without obligation" clause and is addressed to the passenger traffic manager. The results obtained in the form of returned coupons is said to have surprised everyone connected with the enterprise.

This new B. & O. advertising harmonizes exactly with the business-getting spirit and good-will building attitude apparently extending throughout the organization at this time. A recent large-space advertisement telling New York people that the B. & O. is now signed up as a long-term tenant of the Pennsylvania's in the latter's great station at Seventh avenue and Thirty-second street served to direct attention toward this line. A writer in *PRINTERS' INK* a few weeks ago told of the joys of the B. & O. dining-car service, and in that connection the writer has an experience to add. Following an attractive dinner for \$1.25, the remark to the steward, "You can't make much money on that dinner at \$1.25," brought that worthy back with this query:

"Maybe not, but don't you think it makes good friends for the B. & O.?"

Another dining-car departure of the B. & O. is worth telling here. Away from the Eastern seaboard there is a tendency to think of oysters when one mentions Baltimore. The B. & O. has recently started to capitalize this idea. It has provided an all-oyster menu, which, to carry the idea still farther, has been printed on a card of the shape, size and color of an oyster shell. Inside, it is told that oyster cocktail, oyster stew, cream oyster stew, cream of oyster soup, pan-fried oysters on toast, roast shell oysters, broiled oysters Maryland style, ham and pan-fried oysters on toast, oysters au gratin, oyster fritters with chili sauce, individual oyster pie and finally oyster omelet, are all to be had on the car. It would be a resourceful and hard-to-please oyster fan who would complain he couldn't get oysters the way

he wanted them on a B. & O. diner.

One side of the oyster shell is free of printed matter, but the other has in small type:

"The Baltimore & Ohio Railroad is giving special attention to the development of its passenger traffic and our purpose is to provide a service that incorporates safety, convenience, comfort, dependability and courtesy, supported by a dining-car service that meets every reasonable requirement."

ADVERTISING FOR FREIGHT, ALSO

But the whole drive of the B. & O. is not directed toward more passengers and increased good-will. These are dominant elements and, of course, have a special bearing on some of its other advertising. Take, for instance, the scheme it has adopted for increasing its freight movement—a plan that is a solicitation not for a ton, a carload or a trainload of freight, but for *all* the inbound raw materials and the outbound manufactured products of factories, or for the creation of basic industries.

This has been done through a series of attractive booklets issued by the railroad's industrial department. They are miniature guides to the opportunities along the line of the B. & O. awaiting development. The one entitled "Salt and Its By-Products" is typical. It points out that this vastly important industry centres in only a few districts in the United States and enumerates the sections along the B. & O. where it is to be found. In this connection it says that "while the chemical phase of the salt industry is developed at a number of places, there are available sites where economic conditions are very favorable for profitable new plants and for the manufacture of a greater variety of chemical products."

"In the Ohio Valley of West Virginia and in Ohio," it continues, "are latent possibilities for a large chemical industry, where the finer grades of chemicals in variety can be made under

Keeping up with the Passenger Department

The news on this and the opposite page might be called a "kaleidoscopic perspective" of current events in the Passenger Department. The article reprinted in fac-simile from "*Printers Ink*," the leading publication of the advertising world, is rather a remarkable tribute to our advertising. Another paragraph tells of the inexpensive excursion rates that may be had over the Baltimore and Ohio this summer from inland points to Atlantic City. (Please tell your friends.) That the Baltimore and Ohio is maintaining its reputation for "firsts" is evident from the note about lap robes for passengers. "Pat" Moran liked our line so well that he trusted his ex-world champions to us to take to their spring training camp. The other picture but suggests one of the monumental beauties that may be seen in the Capitol City, the \$250,000 Grant memorial unveiled on April 27.



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unusually favorable conditions. There is present a golden opportunity that no longer should be allowed to lie dormant.

"There is an unsupplied demand for these chemicals, and here is the supply of raw material now being largely neglected or wasted. One of the beneficial results of the war has been the marked growth of the American chemical industry and the severance of dependence on German chemicals which formerly controlled the world markets."

Then the B & O couples up its own selling talk with a description of its Commercial Development Department, in which it says "practical briefs on economic plant locations with freight rates, municipal factors, industrial data, sites, etc., are prepared without charge by a corps of trained men."

Along entirely different lines is the advertising drive made by the B & O. in an effort to reduce accidents at railway grade crossings, a work in which this railroad has been a pioneer, notably with a two-color leaflet picturing a near-collision between one of its trains and a large automobile at a highway grade crossing, a tattered and hatless boy apparently having barely averted the accident. On a poster in the pictures appears this bit of information:

More than 1,500 human beings killed, twice that many seriously injured on railroad crossings each year!
Do not be the next victim.
STOP—LOOK—LISTEN.

The strongly contrasted black and red of the leaflet, with a powerful locomotive in the middle foreground, combine to make the picture a compelling one.

In even more detail, the figures regarding accidents at grade crossings have been combined in another leaflet that is left on dining-car tables with the menu. It is intended particularly for the passenger who has ordered, re-examined the menu card on both sides, tasted the iced water and is looking for a way to kill the balance of the time while his meal is "coming."

The B & O is out in the open, setting a swift pace for other railroads. Its methods are a matter of genuine interest to advertising men and certainly are bound to prove a benefit to travelers on its trains.

Lap Robes Free for Observation Car Passengers

W. B. CALLOWAY, passenger traffic manager, announced on April 3, 1922 that the Baltimore and Ohio had established the practice of supplying lap robes gratis to such passengers on the New York-Chicago express trains, 5, 6, 7 and 8, as desire to make use of the observation end of the train to enjoy both the scenery and open air with more comfort.

"The aim of the passenger official," says Mr. Calloway, "is to surround the traveler with every comfort possible. We have found that many passengers like to watch a sunrise, sunset or other scenic effect, while enjoying the fresh air, but at this time of the year, early in the morning or late in the afternoon, the air may be too chilly on the observation end of a train without protection, so we started the practice of supplying

"Pat" Moran, manager of the Cincinnati team and third from the right in picture, took the following men with him to spring training quarters over the Baltimore and Ohio:

Pitchers Rixey, Luque, Scott, Donohue, Markle, Couch, Clarke, Gillespie, Schnell, Johnson. Catchers Wingo, Hargrave, Lutz. Infielders Daubert, Bohne, Caveney, Pinelli, Fonseca, Kimmick, Fowler. Outfielders Roush, Burns, Duncan, Bressler, Neale, Harper, Hock, Hogan.

lap robes. There is no charge for the use of these robes; they may be obtained from the Pullman conductor or porter upon request. The innovation has proved popular so far, much to our pleasure.

"Reds" Ride Our Line Enroute to Spring Training Camp.

THE Cincinnati "Reds" Baseball Club left Cincinnati, Sunday, March 5 on train No. 1 via St. Louis for their spring training camp at Mineral Wells, Texas.

The "Reds" are famous for having won the National League pennant and the World's series a few years ago.

The accompanying photograph shows only a portion of the party of players, there being twenty-two in the party leaving Cincinnati. "Pat" Moran, the popular and well-known manager, is the third person in the front row, from the right.

THE GRANT MEMORIAL IN WASHINGTON

Felow is a composite view of the Grant memorial unveiled in Washington on April 27. The sculptor, H. M. Shrady, whose design was chosen as best from a field of 52 competitors in 1901, died on April 14 last, just 13 days too soon to see the complete fruition of his dreams, his genius and industry. He had worked on the memorial for 20 years.



News from the Freight Department

Pacific Coast Apples via Virginia Storage and Baltimore and Ohio—Fine Prospects for 1922

By J. L. Hayes,
Division Freight Agent,
Baltimore, Md.

THE Valley of Virginia, traversed by the Shenandoah sub-division of the Baltimore and Ohio, has long been noted for its production of apples, the normal movement amounting to several thousand carloads. In addition to the direct movement from the orchards, it has been the practice to hold large quantities of these apples in the cold storage warehouses at Charles Town and Winchester, which have a combined capacity of approximately 500,000 barrels, awaiting winter and spring movement to the large consuming centers.

During 1921, however, on account of the extreme cold weather in April, the Valley apple crop was almost entirely destroyed and the cold storage warehouses appeared to be of little use. With this condition facing them, the enterprising owners of these warehouses arranged with the apple growers on the Pacific Coast, principally in Oregon and Washington, where there was an unusually good crop, for the storage in transit of boxed apples destined to Eastern markets, with the result that several hundred carloads have already come forward for storage in the Valley and later movement to the Atlantic Seaboard.

This is the first time in history that apples have been shipped into the Valley apple belt for storage, and the enterprise of these cold storage people has given the Baltimore and Ohio a large revenue it probably would not otherwise have received.

Readers of the MAGAZINE will be glad to know that, barring an unexpected spell of bad weather, at this date (April 3) the prospects are

for a bumper crop of apples in the Valley of Virginia. Whether this materializes or not, however, we understand that the growers in the Valley have done so well with the storage of the Western apples that they expect this year to about double the quantity handled during the past season.

"Keep a Scratchin'"

WHEN you stop to think of it, business is just like a barnyard, and we run around like a lot of roosters searching for sustenance. We know no more than does the feathered "Biped" where the worms are until we scratch; but, unlike Chanticleer, if we fail to find what we want in the first bit of ground, we droop our wings and sulk and go on a hunger strike. How much wiser is the hen's husband. If the first ground he tackles proves barren, he just keeps on a scratchin', and pretty soon you hear his triumphant 'Cock a doodle do.' Of course he found it because—why, just because he scratched."

This is homely but sound philosophy, and it is fortunate for the world that there are so many men in it who, in the face of terrible defeats and discouragements, "Keep-a-scratchin'."

To attain unusual success calls for unusual effort. Very few successful men have been able in their early careers to observe an eight-hour day. Whenever representatives of various enterprises and others, who must get their business through going out and digging for it, contract a habit of spending a goodly part of

the best hours of the day at their own desks, they need prodding, they need to be reminded that the way to get business is to go after it when it is possible to land it: namely, when "prospects" are reachable. The hours when "prospects" can be reached are few enough and short enough at the best.

The period calls for unusual effort, which may mean adding an hour or two quite often to our work; but in times like this particularly, the securing of a satisfactory amount of business through the expenditure of an hour or two extra a day is not bought at an unreasonable price.

Produce Exchange "Pep"

Freight Headquarters at the Produce Exchange, N. Y., have been entirely renovated. This has had the effect of injecting "pep" into all its occupants. Come in to see us when you are in New York.

Passenger Paragraphs

A passenger secured and satisfied means another good solicitor for the Railroad. Therefore try to please him.

Attention to the smallest details in routing passengers often furnishes the best evidence that the Company takes an interest in their comfort.

Expensive to Stop Train

(Continued from page 7)

each time a modern locomotive pops off for five minutes is about 75 pounds. If locomotive firemen were to save a little more than one shovel of coal out of each ton used, the total saving would be equal to nearly one per cent. of all the coal handled.

The ultimate in fuel economy on our railroads is a long way off. Railroad practice in many parts of our country is far from being modern. For example, the brick arch, if applied to an American locomotive and properly operated and maintained, will save approximately 15 per cent. of the locomotive's fuel; yet some of the largest roads in the country are only now commencing to equip locomotives with this well-known fuel saving device.



It took four flat cars to handle this creosoting tank from Indiana Harbor to Demmler—an all daylight movement



On the Importance of Being Wet

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

THAT the earth and everything that lives on it is very wet, we learn from a recent article by Dr. Leonard G. Rowntree in *Physiological Reviews*.

We do not take all this water seriously enough, although water-drinkers are supposed to be very serious-minded people. The information that one can become intoxicated on water will come to them as a shock, and to anti-prohibitionists as a gleam of hope in a very dark situation. When one considers the apparent simplicity of water, its innocence and reputed harmlessness, it is amazing upon examination to find out how complex these water problems are.

A great deal of water that surrounds us and is part of us is concealed under the guise of solids. Seventy-five to eighty per cent. of the body is made up of water—brain not excepted. That brains are mostly water we can readily believe when we consider other people; but not so readily as applied to ourselves. It is a curious fact that old people are wetter than young people. So among other traditions for the discard we must include that of the dried-up old man!

That we ought to take water seriously—that is, the problem of water and not the drinking of it, which should be a joyous matter—is evident from the fact that the loss of ten per cent. of the water content from the body results in serious disorders, and twenty to twenty-two per cent., in death. This shows us within what narrow margins we live, after all. One can go longer without food than without water. It is related that Viterbi, an Italian political prisoner, who died as a result of abstinence from food and water after 18 days, suffered chiefly from thirst. In the desert, where evaporation is

extreme, death would occur as a rule in from 36 to 72 hours after deprivation of water.

When we consider the terrible effects of complete withdrawal of water, we must be prepared to admit the possible ill effects of partial withdrawal, or what is known as the "dry habit." Many reckless statements have been made as to the amount of water required to keep one in perfect condition. The complex functions of water in the body are not always borne in mind and it is too generally regarded as merely a means of satisfying thirst and flushing out the body poisons.

Rowntree cites experiments to show that water intoxication is possible. Animals have developed symptoms of poisoning following forced injection of large quantities of water. Similar results have been produced in man, with patients suffering from chronic kidney trouble and high blood pressure. The argument that almost anything used to excess will prove poisonous, has often been used in favor of alcohol. There is, of course, not a scintilla of logic in such contention. Alcohol in any amount usually taken by people who use it as a beverage, has been shown to be a poison. Water is not only innocuous, except when used to huge excess, but is absolutely necessary to rid the body of poisons. Alcohol performs no such function.

Roughly speaking, the body loses about 2,000 cubic centimeters of water daily through the lungs, the skin, the bowels, and the kidneys. About half of this can be made good through drinking water and other beverages, and the other half by water directly supplied by so-called solid foods, and the water derived from the oxidation of fats, sugars, starches, and proteins. In order to

keep this balance, the usual counsel to drink about six glasses of water daily seems valid. Much will depend, however, on the intake of other fluids, such as milk, tea, coffee, and other beverages. People who have no tendency to high blood pressure or kidney or heart impairment should err on the safe side and drink plenty of water. People with heart trouble, kidney trouble and high blood pressure should be cautious as to the free use of water and take counsel with their physicians in this matter.

The amount of water in so-called solid foods may be judged by the fact that cucumber, lettuce, beans, celery, and similar foods contain about 95 per cent. of water. Boiled smoked ham contains 51 per cent.; roast leg of mutton about the same.

Theoretically, thirst should inform us of our water needs, but normal thirst becomes blunted by habit or impaired bodily conditions, and in the average person is not an infallible guide. It is well, therefore, to have regular habits of water-drinking.

The Renewal of Spans 14 and 15, Ohio River Bridge at Bellaire, Ohio

(Continued from page 8.)

together with their docks, was 1,000 000 pounds.

With this change, the Benwood-Bellaire Bridge, so far as its capacity is concerned, has all spans of the same strength, and is capable of carrying any motive power in existence.

The rolling operation of March 22 occasioned no interference with scheduled traffic. The total interval required, from the time of cutting track to the connecting up of track, was 1 hour 55 minutes, of which but 1 minute 30 seconds was consumed in the actual rolling operation.

Additional Compensation?

By John Newman,
Terminal Timekeeper, Pier 22, N. R.,
New York

What is "Additional Compensation?" Since 1917 it has become familiar to all railroad employes—one phase of it has. But did you ever feel pleased with yourself, have a sense of satisfaction permeate you with a feeling of "goodwill toward all and malice toward none," just because by an extra effort you had completed something that required extra effort, and you had done it well? That is another phase of "additional compensation," and it lasts longer than "easy money." If the boss does not pat you on the back, do it yourself.



BALTIMORE AND OHIO MAGAZINE

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Tell What We Can Do—Not What We Can't!

Standing within earshot of a ticket office on the Baltimore and Ohio one morning recently I heard a passenger ask the time of the next train to a certain place a hundred miles away. The ticket clerk was well posted for he came back quickly with—"You *can't* get a train there until three o'clock this afternoon." The passenger looked disappointed and walked away without making a purchase.

Now it just happens that the Baltimore and Ohio is the only convenient railroad that can be used between the places in question, so the business probably came to us anyway. But the point is that the negative reply of the ticket seller made a bad impression on the passenger, which might easily have been avoided had our man realized the advantage of stating the fact in a positive rather than in the negative way. If he had said, "Yes, Sir, we have a train for there at three o'clock this afternoon," he would probably have made his sale then and there.

If he had been a super salesman he might have suggested how the man could put in the intervening hours in an interesting way. A good restaurant for lunch could have been recommended and some of the nearby historic points in the city suggested for a visit. Not every passenger would thank you for such suggestions but this particular one seemed to be the type that would, for as he turned away it was apparent that the prospective long wait appalled him.

If a prospective employer were asking you your qualifications for a job that you wanted, you would do yourself a gross injustice by adopting the negative rather than the positive way of answering. Why belittle yourself by saying, "I *only* got through the second year in high school," instead of the positive, "Yes, Sir, I finished two years in high school and then had to go to work." Or of replying, "No, I haven't had any training in your business," instead of, "Yes, Sir, I have had five years general clerical experience which I think would be helpful to me in your line of work."

It is well established that much better results are obtained in the training of children by adopting the positive rather than the negative method. The child who is constantly being told, "Don't do this or that," quickly gets discouraged. But the one whose actions are influenced to the same result with the positive, "Do this or that," responds much more quickly and has his or her thoughts and actions directed along constructive lines.

The same principle of psychology obtains in our

every day life on the Railroad. When prospective passengers or shippers ask us as representatives of the Baltimore and Ohio what we can do, let's tell them what we *can* do and not what we *can't*. The positive answer brings better results than the negative.

The Capitalization of the Railroads

Every now and then one hears the remark "Oh the railroads are overcapitalized."

To utterly confound one who makes such a remark ask him how much the roads are capitalized for and how much they should be capitalized for. The chances are ten to one he will not be able to answer either question.

The railroads of the United States are capitalized for \$66,700 per mile.

The government owned trans-continental railroads of Canada cost nearly \$80,000 per mile to construct and that before a single piece of rolling stock was placed on the rails.

The government owned railroad of New South Wales cost \$77,000 per mile for construction.

The Canadian National railways cost more than \$75,000 per mile for construction work alone.

Does that indicate that the railroads of the United States are overcapitalized?

Far from it.

The Observation.

Learning By Contrasts

When the boy took to his school teacher his father's answer to the question, "How much is a million dollars?" and said, "It's a hell of a lot of money," he came about as close to a satisfying reply as any of us is likely to. Millions are mighty hard to define unless we make a picture out of them, say in the shape of engines or cars or automobiles or what not.

Another good way is by contrasts, and it is handy in getting an idea of the size of this business of railroading that we are engaged in. Just a single item: On the Baltimore and Ohio in 1921 the cost of the coal used was eighteen million dollars, one of many large expenditures, albeit the largest except that for labor. Yet we don't get any conception whatsoever of what it means until we can relate it to something else. In this case consider the budget for running the State of Maryland for the next fiscal year, a budget of fifteen million dollars. It is rather hard to conceive that our coal consumption on the Railroad costs more than it does to run the whole State of Maryland, yet such is the case—about three millions a year more—in round figures.

It would also be interesting to know, admitting the great waste involved in getting the "b. t. us." of the coal into actual tractive power, which expenditure, dollar for dollar, is more efficient.

The Kernel of the Railway Question

Congress decreed that six per cent. was a fair return on railway capital. Very well. Isn't it plain as A B C that the railroads cannot, therefore, afford to pay more than six per cent. for their capital? To pay seven per cent. for capital and be able to earn only six per cent. would, obviously, be a losing proposition. And who would invest in railway securities under such conditions? The net of it all is this:

Railway credit must be made strong enough to enable the railroads to raise funds at six per cent. or less. If not,

only fools would invest in railway securities. No enterprise can go on paying more for capital than it can earn on its capital. That's what most of our railway systems have been doing. It can't last. The business world, the public, labor must see to it that the railroads are not subjected to conditions which would mean their breakdown, for if transportation breaks down, so, naturally, must the whole business structure.

Business cannot move unless it is moved.—*Forbes Magazine* (N. Y.).

The Bulletin

Don't Underestimate Its Value

Several months ago there appeared on this page a little note suggesting the value of the bulletin to superintendents and department heads. Space is too valuable in the MAGAZINE to use for repetition unless that repetition appears to be on an important topic.

Division, department, shop and other supervising officers cannot expect the men working for them to work in a thoroughly intelligent way unless these men are kept apprised by timely information of what their supervisor is trying to accomplish.

The bulletin will do just this. One can be written, manifolded and distributed to important points on a division within twenty-four hours of the time the need of it becomes apparent to the superintendent. Where department and shop forces are in restricted areas the news can be gotten out much more quickly.

We have a bulletin before us. It is No. 95, issued by the Charleston Division. It treats in short, pointed paragraphs these subjects: Box Cars; Unconsign'd Coal; Mill Gondolas; Company Material; Accidents; Getting Business; Through Service; L. C. L. Service; Bulletin Boards.

Note particularly what the last paragraph was:

Bulletin Boards. Keep your bulletin boards up to date. They look better and serve their purpose better if obsolete advertising matter is removed, old tacks pulled out, and signs which are displayed kept clean and neatly arranged.

To be effective the bulletin must be handled properly.

Note the number of subjects mentioned, the classes of employes they affect and then figure the value of the bulletin for yourself. If it saves the loading of one foreign box car away from the home road during the period of the car surplus, it will have saved the cost of the bulletin and then some. We believe that such bulletins actually accomplish much more than this. It won't hurt to give the scheme a trial and judge for yourself.

Remember the story, don't you, about the architect, who, overseeing the construction of a dwelling house, came at the noon hour one day upon a nail which had not been driven clear in. "There's a nail some carpenter has forgotten to drive in," he said to the contractor.

"No, he didn't forget it," the contractor replied. "The twelve o'clock whistle blew while he was driving that nail."

Turner, the great English artist, spent an entire day once sitting upon a rock throwing pebbles in a lake. His companions laughed at him for being so wasteful of hours during which they were having a good time. But no other artist could paint such ripples as Turner painted.

Are you a whistle worker or do you study your job?

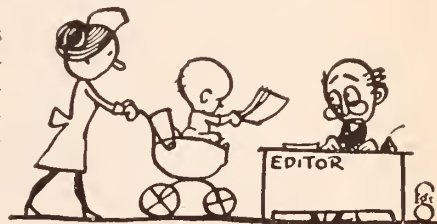
Jerome P. Fleischman in "Uncle Jerry Says."



Our Growing Magazine Family

Much as we want every member of the Baltimore and Ohio family to be a member of our MAGAZINE family, readers will not wonder when we claim a closer kinship with some employes than with others. For instance, we call our correspondents, who monthly take the trouble and time to collect and prepare the MAGAZINE notes of interest to their respective localities, our first cousins. Most of them are *young* men and *young* women (in spirit, at least, they *all* are) and we like to feel that we are of their generation, that we have their same youthful enthusiasm and industry, and that although we revere the past and respect and admire everything that the word "Veteran" means on our Railroad, we nevertheless have our eyes fixed unswervingly on the star of the future and all that we believe it means for our great organization.

There is one branch of our family which in its growth is putting all others to shame. We refer to those other relatives, the nieces and nephews of our kindly and entertaining "Aunt Mary," who has won them into the fellowship of MAGAZINE readers and contributors through her attractive pages devoted to the interests of our Railroad children. Each month "Aunt Mary" says to the writer:



"Can't I have an extra page for the children in this issue?"

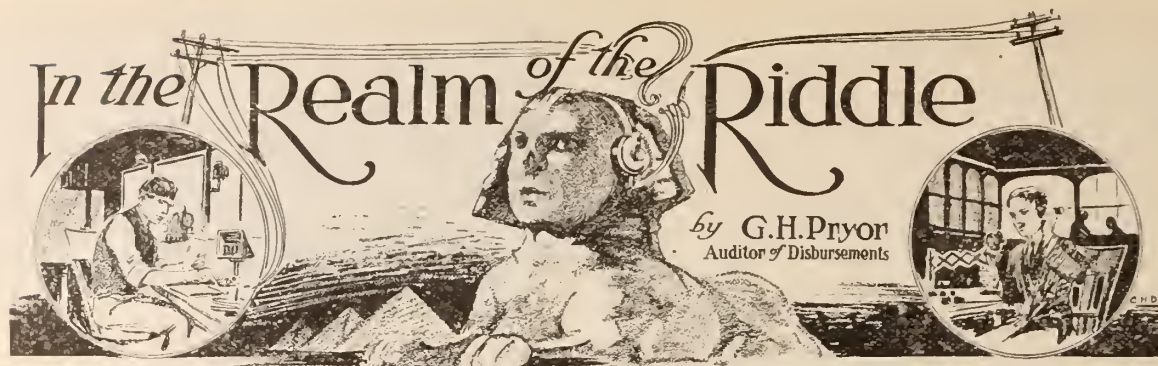
Then comes the business of explaining the importance of other departments in the MAGAZINE and, generally, a compromise which is satisfactory to neither of us, yet over which no blood has yet been spilled. The accompanying cut suggests, however, the appalling perplexity of the editor if Aunt Mary continues to trundle in in increasing numbers the child prodigies which claim relationship with her from issue to issue.

The growth of the Children's Page in the MAGAZINE means more than the success of that department alone. It means also that the MAGAZINE is being taken more and more into the home, whose stabilizing and helpful influence cannot help but result in a better understanding of our common Railroad problems.

And so, with Rooseveltian belief in large families, and especially a large Baltimore and Ohio Magazine family, when "Aunt Mary" asks for more pages for her nieces and nephews and other relatives, we are disposed to forget the limitations of space, take off our editorial hat and shout.

"Here's to Aunt Mary, long may she wave!"

That she has accomplished something real may be seen in this issue of the Magazine in the report of the Prize Contest on the Children's Page.



Who Will Be the First to Solve these New Puzzles?

Dear Readers:

Last month I promised to tell you this time about the "flat" puzzles but, before launching into that subject, I want to tell you a little story that I think will interest you.

The National Puzzlers' League held its semi-annual convention at Newark, N. J., on January 2 and among the many puzzlers present was Mrs. C. C. Wonters of Hawley, Minn. Mrs. Wonters conducts the puzzle department of the American Boy Magazine, under the pen name of "Kappa Kappa." As Kappa Kappa she is known and loved by thousands of American boys and girls and through her department in the magazine has furnished them with pleasures beyond estimate.

As I looked at her smiling countenance and noted her youthful complexion, in contrast with her beautiful, wavy, grey hair, I had the temerity to ask her how she kept so young, not only in looks but in spirit, and her reply was:

"Puzzles! They keep the mind active and vigorous and while you can keep your mind in that condition you will never grow old."

And I believe her philosophy to be absolutely correct. Don't let your mind get into a rut and bog down in the mire of sameness, and I am sure you will always feel and look younger than your years, no matter how many those may be.

What is Your Puzzler's Name?

Another thing about puzzlers, I might just as well mention here and now as later, is that each one works under a *nom de plume* selected to suit his or her fancy. You never see a puzzler's work signed with his proper name. Instead we have such names as Mentor, C. Saw, Primrose, Arty Ess, Dan D. Lyon, and a myriad of others. So, if you care to adopt a pen name, you will be right in line with all other puzzlers, big and little.

Flat Puzzles

And now we will talk about "flat" puzzles. A flat has been described as a name given to verse puzzles, anagrams and cryptograms, to distinguish them from puzzles based on geometrical figures and known

as "forms," such as the square, diamond, etc.

There are many kinds of flat puzzles such as the acrostic, alphagram, beheadment, transdeletion, charade, curtailment, deletion, enigma, mutation, anagram and others which we will come in contact with as we go along.

The Charade

One of the most popular of flat puzzles is the charade. This may be described as an enigma based upon a divisible word, veiled beneath, *complete*, *whole*, or *total*, the parts of which, distinguished as *first*, *next*, *last*, etc., taken separately, are significant, their meaning and that of the whole word to be discovered from description or representation, usually in verse. The following is a fine example of the charade written by "Will o' The Wisp."

A simple air, you say she played,
While countryward your thoughts
conveyed.

Ah, mystic friend, were you aware
She laid for you an artful snare?
She played to ONE, the saucy jade.

Elsewise, had not this TOTAL maid
TWO piece more difficult essayed?

But, no! she played with skillful care
A simple air.

She saw you loved the forest's shade;
Has heard the compliments you paid
To country life; and wished to share
The comforts of a dwelling there.
And so she summoned to her aid
A simple air.

The answer to this charade is "Win-some." If you insert the word *win* in place of the word ONE written in capital letters in the last line of the first verse, insert the word *winsome* in place of the word TOTAL printed in capitals in the first line of the second verse, and the word *some* in place of the word TWO printed in capitals in the second line of the second verse, you will see at a glance on what charades are based and how they are built.

Here is another good example of a charade by Waldemar:

Two beautiful roses were given to me,
One came from the distant hills;

Sweet is the FIRST from its petals soft—
The room with its incense fills.

The other one bloomed in hothouse air,
And though perfect its petals seem,
'Tis LAST than a rose to me for I feel
'Tis only a beautiful dream;
An empty casket, COMPLETE and fair—
The soul of the flower was never there!

The answer to this charade is "Scentless." By substituting the word *scent* in place of the word FIRST in the third line of the first verse, and the word *less* in place of the word LAST in the third line of the second verse and the word *scentless* in place of the word COMPLETE in the fifth line of the second verse, you will have no difficulty in working out, in your own mind, just what a charade is and how it is built and how it is solved.

The Beheadment

A beheadment, which is sometimes called a decapitation, is a puzzle in which you take a word, which you describe in verse, usually, then drop the first letter, the remaining letters forming another word, which is described in verse. Here is a neat example of the beheadment, written by Octavo:

A little dear you'll surely say
My sweetheart is: she's bright and gay;
She's fair—so everyone agrees,
She's got a dainty ALL to squeeze:—
She has a most attractive way.

But when I come her bills to pay—
As in the coming years I may,—
I'll find without a doubt that she's
A little dear!

At certain times she's wont to play
With my affections: when I pray
Her ladyship to tell me, please,
If she does love me, she will tease,
LAST with a laugh, will only say,
"A little, dear!"

The answer to this is "H-and." Insert the word *hand* in place of the word ALL printed in capital letters in the fourth line of the first verse, insert the word *and* in place of the word LAST printed in capital letters in the fifth line of the third verse and you will get a good idea of the beheadment.

Here is another example of the beheadment written by Kosciusko McGinty:

Never a day but some breast is aching;
Love is a captive illy confined;
Studied composure LASTS peace of
mind,

And cannot hide that a heart is breaking
 Dan Cupid's face there is no mistaking;
 He shows himself whoever enshrined;
 Never a day but some breast is aching;
 Love is a captive illy confined!
 You can't put him in a young wife's
 baking,
 When house-wifely **WHOLE** is left
 behind.
 Although the little fellow is blind
 He sees the hayoc dyspepsia's making;
 Never a day but some breast is aching;
 Love is a captive illy confined.

The answer to this puzzle is "S-kill."
 Kill, in the present tense, or *kills*, fitting in
 the third line in place of the word **LASTS**
 written in capital letters and the entire
 word *skill* written in place of the word
WHOLE printed in capital letters in the
 tenth line.

The Curtailment

A curtailment is very much like a be-
 headment except that you take a word and
 drop the last letter, the remaining letters
 making another word. Here is a very neat
 curtailment written by Troubadour:

While Mabel plays my dreamy gaze
 It centered on the ember's blaze,
 And in the glow
 Her music low
 Takes me far back to happy days.
 By pleasant ways my fancy strays
 Far in the past, thro' memory's maze;
 I **ONE** for days I used to know
 While Mabel plays.

The curtain o'er the past I raise—
 And what sweet thoughts the **WHOLE**
 conveys!
 To long ago
 My fancies flow;—
 But, ah! the fair dream only stays
 While Mabel plays.

The answer to this puzzle is "Sigh-t."
 The word **ONE** printed in capital letters
 in the third line of the second verse stands
 for *sigh*, while the word **WHOLE** in the
 second line of the third verse stands for
 the whole, or in other words, *sight*. Insert
 those two words in the places designated
 and you will see that they make sense.

It might not be amiss to explain here
 something more about these words "first,"
 "last," "whole," etc. In the case of a
 charade "whole" means the entire word,
 and it may be of two or more syllables.
 "First" or "primal" would mean the first
 syllable, "second" would mean the second
 syllable, or if it is a two syllable word
 "last" would mean the second syllable.
 In the case of a beheadment, "all" or
 "total" or "complete" would mean the
 whole word while "one," "first," "primal"
 or "last" would mean the second word
 made by dropping the first letter. In the
 case of curtailment, "whole," "total" or
 "complete" would mean the whole word
 while "one," "last," "first" or "primal"
 would mean the second word made by cut-
 ting off the last letter of the first or entire
 word.

How to Compose

In composing these puzzles you have in
 mind the answer or answers fitting in the
 proper places but instead of putting these
 answering words in their proper places

when the puzzle is published, you substi-
 tute "one," "last," "whole," etc., as the
 case may be. The puzzle is to figure out
 from the verse description the proper word,
 or words, to fit in the spaces occupied by
 "first," "last," "complete," etc.

Writing these puzzles has developed many
 good verse writers and, in fact, many fine
 poems have come from the pens of puz-
 zlers in the shape of puzzles. None of
 us knows just how well we may be able
 to write verse until we try and only those
 who have written good, clever verse realize
 the satisfaction, pleasure and happiness
 the accomplishment brings.

The examples of charades, beheadments
 and curtailments given here are taken
 bodily from a book called the "Key to
 Puzzledom." This book is the standard
 authority for all puzzlers on forms and
 flats and is generally known as the "Puz-
 zler's Bible." It contains 145 pages of
 printed matter, describing and illustrat-
 ing all kinds of puzzles, verse and prose,
 forms and flats, with many good hints
 on how to build and solve puzzles.

It also contains a history of puzzling and
 a glossary or dictionary of words and ex-
 pressions used by puzzlers. To anyone
 seriously interested in word puzzles, the
 book is invaluable. It was published by

the National Puzzler's League, to be sold
 without profit and for the sole benefit of
 puzzlers, new and old. If you are really
 interested in this wonderful art, \$1.00
 mailed to W. W. Delaney, 395 Stratford
 Road, Brooklyn, N. Y., will bring you the
 book and put you in possession of more
 valuable information than I could convey to
 you through many issues of our **MAGAZINE**.

Before giving you some charades, be-
 headments and curtailments to solve, I
 want again to call your attention to the
 fact that this department of the **MAGAZINE**
 is conducted with the sole thought that it
 may interest and benefit many members of
 the great Baltimore and Ohio family. In
 order to get the full measure of benefits
 you must try to solve the sample puzzles
 we will furnish and, at the same time, try
 your hand at building others like them,
 then show your interest by sending your
 answers and your new puzzles to me, fol-
 lowing the instructions given you in the
 March number. We propose to publish
 a list of the names of the successful solvers
 and, of course, will attach the name of the
 builder to every puzzle we publish.

Unless you send in a list of answers or
 some new puzzles, or both (the latter pre-
 ferred, or course), we shall be forced to the

(Continued on page 63)

The Point of A(t)tack

By Archie-brick Run-a-mine



CONSIDERA **L**E **U**R **C**ONSERVING **O**AL **C**OMPETENT
OST **O**AL **O**-OPERATIVE
COMPELS **O** **C**ONTINUOUSLY **C**ONCENTRATION

(Next month—"The Coal Bill and the G.T.M.")

F. J. Angier, Superintendent Timber Preservation

Born December 22, 1866—Died March 24, 1922

THE death of F. J. Angier, for the last ten years Superintendent of Timber Preservation on the Baltimore and Ohio, on March 24 last, came as a great shock to his many friends on the Railroad. During the forepart of the week preceding, he had been in Chicago attending an executive committee meeting of the American Wood Preserving Association, of which he was president, and also the annual meeting of the American Railway Engineering Association, being a member of the Tie Committee. While there he was taken ill and started east immediately, the attack developing into acute appendicitis on March 17 on the train. Arriving in Baltimore that night, he was given immediate medical attention, was operated on the following morning and his recovery was fully expected. At midnight of March 23, however, he took a sudden turn for the worse, when general peritonitis set in, and even as the physicians were working over him, the poison reached his heart and he died at seven o'clock on the morning of March 24.

Mr. Angier was born at La Moille, Ill., on December 22, 1866, next to the oldest of nine children. His father was employed by the C. B. & Q. Railroad for thirty years, during fifteen of which he was chief clerk to the master mechanic at Beardstown, Ill., to which place the Angier family moved while the late Mr. Angier was but a boy.

Family circumstances made it necessary for him to go to work when he was but fourteen years old and when he had only been through the Sixth grade in the public school. He began as a trucker in the freight house and while following this vocation took up a correspondence course in chemistry with the International Correspondence Schools, completing it and qualifying as a chemist in the Burlington laboratory at Aurora, Ill.

In 1899 the Burlington decided to build its own timber preservation plant and Mr. Angier was requested to handle the work, the plant being erected at Edgemont, South Dakota. Timber preservation, not alone on the railroads but generally, was quite a new science in those days and Mr. Angier had to do a good deal of research and pioneering work in the erection of this plant. Here he was superintendent for two years.

The success of the operations encouraged the Burlington Company to go into timber preservation on a larger scale and the Edgemont plant was cut into sections, put on flat cars and moved to Sheridan, Wyoming, where it was considerably enlarged and operated under Mr. Angier from 1902 to 1907.

He was then instructed by the Burlington Company to build a new plant at Galesburg,

Ill., and was made superintendent of timber preservation of that railroad, in charge of both plants. President Willard was second vice-president of the Burlington, in charge of operations, at that time, and it was under his supervision that Mr. Angier put into the track of the Burlington the first test ties ever placed in a railroad track. These ties have been carefully watched since that time and a recent examination of them has provided the most up-to-date and conclusive figures extant, on the value of tie preservation, some of which were presented to the readers of our MAGAZINE by Mr. Angier in a recent issue.



The late F. J. Angier, Superintendent Timber Preservation

He next became affiliated with the Kettle River Company, a commercial timber preservation firm with headquarters in Chicago. In the meantime Mr. Willard had become president of the Baltimore and Ohio Railroad and asked Mr. Angier to affiliate with it and to superintend the erection of our Green Spring Preservation Plant, as superintendent of Timber Preservation. His service with our Company started on August 1, 1911 and continued until the time of his death.

Mr. Angier was number one of the twenty charter members of the American Wood Preservers' Association, formed in 1905. He became secretary in 1910 when there were but 40 members and when he gave up this office to become first Vice-President in 1921, the membership had grown to over 400. For years he was the "wheel horse" of the organization, the annual report being the encyclopedia of the art of timber preservation, and gotten out under his painstaking, expert and devoted supervision.

Little wonder, therefore, that the association rewarded him with the office of president in January, 1922.

Mr. Angier is survived by his widow, a daughter, Ruth, a son, Robert N., his mother, two sisters and four brothers. He was a member of Beauseant Commandery No. 8, Knights Templar, which was in charge of the funeral on March 27, from his late home in Baltimore. Representatives from other Masonic bodies with which he was affiliated were also present, as were a large number of the officers of the Railroad, including C. W. Galloway, vice-president Operation and Maintenance, J. S. Murray, assistant to president, and Earl Stimson, chief engineer Maintenance. Twenty-five of the employes of the Treating Plant, headed by E. E. Alexander, supervisor of plants, made the pilgrimage from Green Spring to pay their last respects Mr. Alexander was associated with Mr. Angier for eighteen years and many of his companions have been with the plant since it was built. Resolutions of sympathy offered by the Safety Committee at the plant were sent to the family, and the beautiful flowers at the funeral attested the wide and deep esteem in which he was held.

To his business friends it was always apparent that he was intensely enthusiastic over and devoted to his specialty of wood preservation. He was fortunate in having entered such a pursuit, commanding as it does, the best thought of some of the leading conservationists and economists in the country. His training as chemist, his practical knowledge of railroading, his early and continuous investigations into wood preservation and his wide experience on the railroad end of preservation, made him an authority on the subject and of great value to the Baltimore and Ohio. His work with the American Wood Preservers Association has been mentioned. He contributed freely to its publications and to others, and had a practical and at the same time scientific grasp on his specialty possessed by few men in the country. He was always ready to talk on it and always in an interesting and convincing way. Some of the results of his work have been made manifest in the findings on the test ties which he placed in 1909 in the tracks of the Burlington. As far as the intervening years permitted, these findings were conclusive as to the value of preservation, and there is good reason to believe that Mr. Angier's enthusiastic belief that the passing of more years would but increase the proven value of preservation, as shown in the test tracks, was well founded. It is unfortunate that he could not live to see the complete results of his work, especially on these test tracks. Yet few men who are pioneers in a specialty such as his are given in their lives the ample proof that he had that his enthusiasm was so well substantiated and his pioneering work resultful in so convincing a degree.

Meet Mr. Baltimore and Ohio in His New Role of Soil Doctor!

Acidity versus Soil Health

By O. K. Quivey, General Agricultural Agent

MANY of us find it necessary from time to time to take a spoonful of mother's baking soda in a glass of water to neutralize acid in the stomach. We call this condition "heartburn." Soda dispels it because it is the work of an alkali neutralizing an acid.

Acid soils act much in the same way, producing little else but misery. Acid soils (and nearly all soils are partly acidic) cannot nourish crops into wholesome matured plants, so we neutralize the acid by applying ground limestone, which, like soda, is also an alkali. The practice of applying limestone to acid soils is not a new one. Old records kept by George Washington speak of the use of "limestone used to sweeten the ground."

It would seem that a practice which dates so far back would be well established today, but the fact remains that thousands of farmers are plowing and sowing seed to acidic soils, securing only meager crop returns and with little effort on their part to "sweeten" these soils with limestone and increase their crop yields.

With a keen appreciation of the value of limestone, the Baltimore and Ohio Railroad, through its Agricultural Department, will continue the limestone demonstration work begun last year. This is being done largely in Illinois, Indiana and Ohio, where it is most needed. In Ohio a Twelve-County program is being carried out this year. Each County Agricultural Agent in charge of these counties has arranged a "limestone demonstration week," at which time he will use a carload of limestone which the Baltimore and Ohio will transport to him free of all transportation charges, the limestone being donated by the manufacturers of that commodity. The schedule of demonstrations is given at the close of this article.

Careful check is being kept in each of these counties relative to the time of application, the rate of application per acre, kind of soil, crop, etc., in order that we may have a more intelligent appreciation of the final results.

It is said by the agricultural authorities in Illinois that poultry, limestone and butter fat form the trinity that has made farming in southern Illinois profitable. These three farming pursuits are named in the order of their importance. Poultry is first, because it affords to the farmer a quick return, in fact, an almost daily cash income, thus permitting him to purchase and make a liberal application of limestone to his sour, low-producing fields. These in turn produce vastly increased crop yields of corn, clover and alfalfa, with

which he can feed a goodly number of dairy cows. And these again in turn produce a fairly quick return and a consistent cash income from the sale of butter fat.

County	Agent	Address	Week Of
Green.....	F. C. Prince.....	Xenia, Ohio.....	April 24-29
Montgomery.....	A. F. Hedges.....	Dayton, Ohio.....	April 24-29
Defiance.....	P. F. Teal.....	Defiance, Ohio.....	May 1
Scioto.....	W. F. Gahn.....	Portsmouth, Ohio..	May 8
Jackson.....	L. A. Kauffman....	Jackson, Ohio.....	May 15
Athens.....	E. R. Raymond....	Athens, Ohio.....	May 15
Allen.....	L. S. VanNatta....	Lima, Ohio.....	August 7
Auglaize.....	H. L. Andrew.....	Wapakoneta, Ohio..	August 14
Ross.....	L. M. Evans.....	Chillicothe, Ohio...	September 11
Claremont.....	O. F. Tom.....	Batavia, Ohio.....	September 18

Pass Riders—Please Note

Some pass riders continue to embarrass their associates and the Railroad by failing to live up to the Baltimore and Ohio standard of courtesy. When women are standing in coaches and seats are not available for them, it is not only simple courtesy but a rule of the Railroad that men who are seated and who are riding on passes should surrender their seats to them.



Above: Soil fertility, with and without limestone
Below: Farmers' meeting, limestone—sweet clover demonstration, in western Ohio



Vice President Galloway Addresses Toledo Division Veterans

Second Annual Banquet, Reunion and Ball of Toledo Division Veterans is One of the Most Successful of the Season

NOTE: On March 16, when the Toledo Division Veterans and their wives gathered at Dayton for their second annual reunion, there might have been seen among those gathered to enjoy the fun a group of three, whose faces are not familiar to all of the Veterans. They are, nevertheless, well known through the pages of our MAGAZINE, and particularly to those who read the columns of the Among Ourselves Department. These three are the MAGAZINE correspondents for the Toledo Division, Edward M. Mannix, roundhouse clerk, Dayton, and two of his assistants, Miss Gertie Mae McBride, Division Accountant's Office, Dayton, and Ray Garrigus, Car Department, Lima. The following account of the evening's entertainment was sent in to the MAGAZINE by these three, who have expressed the sentiment of all present when they say that they never had such a good time. We'll present, first of all, a poem which Mr. Mannix dedicated to the Ladies' Auxiliary:

Her life is like an open book, as each page we pursue,
Striving every moment for the good that she can do.
And as we read the pages of a life so pure and sweet
We pluck the rarest roses and lay them at her feet.
She was sweetheart, wife and mother to her hero in her youth,
She has followed out the teachings of her sacred Book of Truth.
And, as years are fast advancing, making inroads in her life,
We crown her with a memory, and the honored name of Wife.

THE day was one made to order for a Veterans' reunion, so warm and bright that it made the heart beat just a little faster and added new life to the oldest. Hardly a passerby would have thought that any one of those assembled at the station at Dayton had seen twenty years of service with the Baltimore and Ohio; and yet, there were those who had seen more than double this and who are still going strong.

It was early in the afternoon when the reception committee came to the station to meet the brothers and sisters from the other divisions who had come to visit them, and to shake a welcome hand with the officers of the Baltimore and Ohio who had come to speak to them. Such a jolly crowd it was, and what fun they had getting their pictures "took;" for not only was a picture taken for our own MAGAZINE, but the attention of the daily papers was called to this happy assembly, and each one smiled his sweetest and struck a graceful pose while the picture man pushed the bulb.

Vice President Galloway, General Superintendent Mitchell and Superintendent

Mann had already arrived. Grand President of Veterans G. W. Sturmer, Chief of Welfare W. W. Wood and "Grandpa" Holmes were, among the arrivals from Baltimore. Mr. and Mrs. Frank Howard and some friends came from Newark. (Mrs. Howard is grand president of the Ladies' Auxiliary.) Mr. and Mrs. J. M. Garvey, grand vice presidents of the Veterans and of the Ladies Auxiliary, respectively, from Wheeling, were among those who had arrived earlier in the day. Trainmaster "Tom" Daley was on hand to help show the visitors a good time.

After all "How-dy do's" had been said, the Veterans, their wives and guests commandeered a score of automobiles and drove out to McCook Field, the famous airplane field of the Wright Brothers. Here they were shown all through the factories where the great winged birds are made. The flying tests also attracted the attention of our folks. Several of the good sisters insisted on flying, but their husbands declared that they were angels already.

Leaving the field, the folks proceeded to go to their homes or to hotels, where

the ladies frizzed their hair and the men twisted their mustaches in preparation for the grand event.

Six o'clock, or a few minutes thereafter, found them all gathered together at Odd Fellows' Hall. At 6.30, the three hundred and more made their way joyfully to the basement, where the banquet was served. Rev. George W. Johnson made the invocation, and all were seated. The officers of the Ladies' Auxiliary and their guest, "Aunt Mary," were presented with beautiful bouquets, which, we learn from good authority, they wore for a week, then had them pressed in order that they might keep them as souvenirs of the occasion.

A famous minister once said that there is an imp under every church pew. There was certainly one under the banquet table, for here he rises to make a few remarks.

"Three cheers for Toastmaster Mann!"

"Boy, page Mr. Wallburg. His wife is eating her third plate of cream."

"With whose spoon did the preacher-man eat? One plate with two spoons is all right, but two plates to one spoon—Sh-h-h!"

"Why didn't the ladies smoke cigarettes? They had permission. 'I don't smoke,' quoth one, 'but I'll take a cigar; I know a nice man who does.'"

"Creamed chicken, rolls, peas, celery, grape fruit, 'taters, slaw, mints, coffee, ice cream, music—what does that sound like to you? More!"

"What did Mr. Wood do with all the eats? He put 'em—on Mrs. Howard's—no, I mean, on Mrs. Wallburg's plate. Why did he make such a grave mistake?"

"Who knows Jack and Mrs. Spratt?"

"How many nieces and nephews has that old lady from Baltimore?"

"Mrs. Hopper brought the news from Garrett. And she must have had a lot to tell the folks when she got back."

"Red carnations make me dizzy when I see the officers wearing them. Come, follow me to the entertainment hall. Farewell."

Following the dinner, the guests repaired to the third floor where another feast was awaiting them in the way of a good hearty laugh, but not before they had had a treat by way of an address of welcome by City Manager F. O. Eichelberger.

Soon the curtain went up, and why shouldn't it, for back of that curtain was a party of good old colored folks who started to work on those fiddles, and, say, folks, it was better than any old camp meeting you ever saw. However, on consulting the program, we found that it was not folks from the sunny south after all, but our old friend, Rusche and his wife, together with the Misses Young.

Next on the program was Warren Schmieding with "Oh, Brother, What a Feeling," which made us almost seasick, so well did he render it. Next came Clarence Schmieding and Miss Young, with a selection, "Leave Me with a Smile." The popular songs, given by the Baltimore

and Ohio Quartette, were appreciated by all, so much so, that they were called back several times. The Krebs Trio showed a marked talent in musical ability for children of their ages.

"Rummy" and "Dub" certainly made a hit when it came time for their appearance on the program. Everybody just had to laugh. "Dub" (better known as Lee Wentz) held his audience spell-bound when he started clog dancing. He will undoubtedly have a few pupils to train for the next Veterans' meet in the persons of "Ike" Clayton and Augspurger, who stood up in order not to miss any turn he might make. It's no use, boys, you couldn't do that, you're too fat for such strenuous exercise.

After this our minds were directed to the more vital things in railroad life by Mr. Galloway, vice-president of the Baltimore and Ohio, who pleaded cold, bare facts before the Veterans for their earnest and honest consideration. Mr. Galloway pointed out that the Railroad wants to do all for its employes that is within its power; he called upon the Veterans to meet the issues of railroad life with unbiased minds, that they may help to keep the Baltimore and Ohio up to the highest point of prosperity possible.

Following Mr. Galloway's address, there was a talk by Grand President of Veterans Sturmer, who stirred up that old spark of enthusiasm and love for railroad work, when he spoke of those who have been in the service for a period of twenty years or more, and their influence in railroad life.

General Manager R. N. Begien then spoke to the Veterans and added his appreciation of their faithful performance of duty at all times.

General Superintendent F. B. Mitchell Southwest District, told of the possibilities of business getting, the courtesies due the traveling public and shippers, and the necessity of getting business.

Miss Margaret Talbott Stevens, better known as "Aunt Mary," associate editor of the Baltimore and Ohio MAGAZINE, then described the Women's Department of the MAGAZINE and the possibilities open to the women of the Railroad,—of business getting and how to get it.

Following this Mrs. Howard, grand president, Ladies' Auxiliary, was called on for a speech in behalf of her work.

Several of the speakers were unable to

At the Second Annual Banquet of the Toledo Division Veterans at Dayton

Vice President Galloway Said:

That we should be constructive, not destructive, critics of that which pertains to the Railroad.

That we need a mutual adherence to the principles of business.

That the Baltimore and Ohio will represent the interest of the employe in any case of unjust criticism.

That we want to be "A Good Neighbor."

That to promote good service, we must be associated for mutual helpfulness.

That when a man is a Veteran, it means that he is going to be a benefit to himself, to the Baltimore and Ohio, and to his fellow employes.

That the Ladies' Auxiliary is a necessity to a Veterans' organization.

That misunderstandings occur through misinterpretations.

That there is no secret about railroad work.

That certain present day railroad propaganda is destructive instead of helpful.

That we are all human, and therefore we are liable to make mistakes.

That sometimes a man in the Rocky Mountains squeals until he gets a dentist from the East to pull out his tooth.

That a railroad man is invited to come in and have a heart to heart talk with his officers.

That the Baltimore and Ohio's policy is to have every employe feel that the management is his friend, and its aim is to keep harmony reigning in the Baltimore and Ohio Family.

That he was glad to see us.

be present and sent their regrets, but we know that their hearts were at the meeting.

Among our prominent Veterans was Zachary Jackson, 85 years old, but as spry as a cricket, with long gray beard and hair. He displayed a letter, dated 1866, written to him while employed on the line out of Baltimore as a locomotive engineer. His heart is still with the Baltimore and Ohio even though he has retired from railroad life now and is living at Cincinnati. His eye is good and clear and he could still run an engine.

Brother C. F. Hopkins, a well known and highly esteemed Veteran from Cincinnati, was escorted to the "party" by Brother Holmes, of Baltimore.

John Mass, 78 years old, Custer, the oldest employe on the Toledo Division, attended the banquet. He said that he enjoyed it as he had never enjoyed a function of its kind before.

Mr. Mass served as section foreman for fifty years, from May, 1862, to December, 1912, when he was retired on pension.

"I hurt my back in 1912 and had to quit work. If it wasn't for that I would still be the best section foreman on the line," Mr. Mass declared.

"I can remember working in Dayton when everything north of the Miami and Mad rivers was considered 'wild country.' It was at that time that the greatest development was to be found in railroads, and I grew with the old Baltimore and Ohio.

Among those present from the Traffic Department were Messrs. Lewis, Gallagher and Arnold; from the Motive Power Department, Messrs. Galloway and Hitch. We were also glad to welcome Mr. Duffy, former trainmaster, Toledo Division, now located in Baltimore, and Mr. Eccleston, of Baltimore.

The success of the meeting was due to the untiring efforts of Mr. Bushaw, telegrapher, Dayton, and Mr. Wallburg, of Lima, Ohio.

After the speaking, the evening was turned over to dancing, the Royal Five Jazz Band furnishing the music.



Some of those who made up the reception committee at Dayton

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department—Advisory Committee

Conducting Transportation Department

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

Motive Power Department

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

Maintenance of Way Department

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

Statement of Pension Feature

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

NAME	LAST OCCUPATION.	DEPARTMENT	DIVISION	YEARS OF SERVICE
Aller, Michael.....	Carpenter.....	Maintenance of Way.....	Pittsburgh.....	27
Barnes, Henry C.....	Crossing Watchman.....	Maintenance of Way.....	Baltimore.....	37
Brill, Bennel.....	Laborer.....	Maintenance of Way.....	Newark.....	34
Cassen, Jarriett W.....	Watchman.....	Maintenance of Way.....	Connellsville.....	31
Gallagher, Michael.....	Foreman.....	Maintenance of Way.....	Indiana.....	50
Grashel, Henry.....	Section Foreman.....	Maintenance of Way.....	Ohio.....	12
Shawen, Daniel M.....	Relief Agent.....	Conducting Transportation...	Baltimore.....	45
Walker, John T.....	File Clerk.....	Freight Office.....	Indiana.....	28
Wirries, Henry.....	Laborer.....	Maintenance of Way.....	Toledo.....	30

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

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

The total payments since the inauguration of the Pension Feature, October 1, 1884 to January 31, 1922, amount to \$4,662,733.70.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Boyd, Isaac.....	Section Foreman...	Maintenance of Way.....	Ohio River...	Feb. 26, 1922.....	29
Fike, Joseph.....	Road Watchman...	Maintenance of Way.....	Connellsville..	Feb. 5, 1922.....	23
Greisheimer, Hartman.	Blacksmith.....	Motive Power.....	Ohio.....	Jan. 29, 1922.....	41
Heller, Cyrus R.....	Delivery Clerk.....	Conducting Transportation	Baltimore.....	Jan. 30, 1922.....	31
Hopkins, Brainard S..	Carpenter.....	Motive Power.....	Monongah....	Feb. 19, 1922.....	21
Johns, Wm. A.....	Crossing Watchman	Conducting Transportation	Newark.....	Feb. 25, 1922.....	49
Lapham, Glenn C.....	Train Baggage-master	Conducting Transportation	Chicago.....	Feb. 18, 1922.....	40
McCarthy, Dennis J..	Foreman.....	Maintenance of Way.....	B. & O. C. T..	Feb. 22, 1922.....	45
Mincer, Michael.....	Hammerman.....	Motive Power.....	Newark.....	Feb. 22, 1922.....	34
O'Meara, Patrick.....	Foreman.....	Motive Power.....	Baltimore.....	Feb. 16, 1922.....	42
Sullivan, Edward.....	Laborer.....	Maintenance of Way.....	Shenandoah...	Jan. 30, 1922.....	36
Witte, Ernest A.....	Machinist.....	Motive Power.....	Baltimore.....	Jan. 31, 1922.....	29

Pensioners' Roll of Honor

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

GOLDSMITH—"The Deserted Village"

John G. Philbrick

John G. Philbrick, pensioned machinist helper, was born on June 1, 1850. He entered the service of the Baltimore and Ohio as brakeman on February 1, 1886. In May of that year, he was promoted to freight conductor. In April, 1893 he was promoted to passenger conductor. In this position he had charge of the first Baltimore and Ohio passenger train that entered the World's Fair Grounds, Jackson Park, Chicago, in 1893.

In 1900 he left the service, re-entering later as yard foreman, Stores Department, Chicago. His positions after that time were as follows: yard foreman, material distributor, gang foreman, machinist operator, machinist helper.

Mr. Philbrick was in continuous service of the Railroad from then until the time of his retirement. He has always been a booster for the Baltimore and Ohio, working for its interests; for, as he says, the Company's interest is his.

Joseph Rufus Duvall

Joseph Rufus Duval, pensioned trackman, Baltimore Division, was born on July 5, 1854. He entered the service of the Baltimore and Ohio as trackman in March, 1889. On August 14, 1911 he took a position as lamp tender. In 1912 he again took the position of trackman, remaining in this capacity until the time

of his retirement. Mr. Duvall has a wife and two children living.

John F. P. Meyers

John F. P. Meyers, pensioned machinist, was born on November 2, 1851. He entered the service of the Baltimore and Ohio as machinist apprentice at the age of 18. He continued in the service until March 3, this year, after fifty-two years of service. Mr. Myers' photograph, which is shown herewith, was taken about 22 years ago when he was dressed to attend a parade of Baltimore and Ohio employees.

John Schmaus

John Schmaus, pensioned gang foreman, was born on July 17, 1854. In 1881 he entered the service of the Baltimore and Ohio as laborer, Locust Point Stores. In 1908 he was made assistant foreman, Wicomico St. Lumber Yards. Five years later he was made leading man, and in 1917, promoted to gang foreman. This position he held until the time of his retirement.

Mauna H. Higginbottom

Mauna H. Higginbottom entered the service at Mt. Clare Shop, Baltimore, in 1878 as painter. In May, 1894, he was made foreman of painters, Maintenance of Way department. He continued in this capacity until January 14, 1921.

Death Claims Harry A. Allison, President of Cumberland Veterans

By John J. Sell,

Car Distributor, Cumberland

ON Tuesday, March 7, Henry Allison, president of the Cumberland Veterans' Association, died, and with his passing we lose one of our best known Veterans.

Mr. Allison was born July 21, 1860, and first entered the service of the Company as car inspector on the Philadelphia Division, May 1, 1880. He was promoted to assistant car foreman on the same division in March, 1886. Three years later, March 1, 1889, he was transferred to the Cumberland Division as general car foreman, Cumberland, Md., which position he held until June, 1904. After that date he filled various positions in the Mechanical and Car Departments, having been appointed chief joint inspector in January, 1921.

For a number of years Mr. Allison was joint interchange man at Cumberland and was always active in Safety and Welfare work. In addition to his active work in this connection, he wrote considerable verse under the nom de plume of "Old Interchange," by which name he was well and familiarly known by not only fellow employees but a host of friends among the general public.

As president of our Cumberland Veterans chapter he always took an active part in advancing welfare and social activities, having enthusiastically furthered the Somerset picnics, which proved such successes, as well as all local social gatherings of the Veterans.

In addition to his social activities among the Veterans, President Allison always had a sympathetic ear for any employee or his

(Continued on page 64)



MORE OF OUR MEN WHO MADE THE BALTIMORE AND OHIO

1. Joseph R. Duvall. 2. John G. Philbrick. 3. John F. P. Meyers. 4. M. H. Higginbottom. 5. John Schmaus

Women's Department

Edited by MARGARET TALBOTT STEVENS

Queen of the Springtime

When Hepatica comes smiling, clothed in gowns of blue and white,
When sweet Violet's fair carpet makes the earth smile in delight,
When Sir Bloodroot doffs his headgear as dear Madam Fern appears,
When Miss Showy Orchis greets us with a pride beyond her years;
When King Robin in the treetops fills the air with lilting song,
And our Quaker Lady's smiling as the fragrance drifts along;
When Pa Hillside buys a waistcoat, made of grasses bright and green,—
Then Old World grows fair and lovely, and we know that April's queen.

Father Forgets

An Editorial from the September, 1920 number of the Peoples Home Journal.

Reprinted by special permission.

LISTEN, son, I am saying this to you, as you lie asleep, one little paw crumpled under your cheek and the blond curls stickily wet on your damp forehead. I have stolen into your room, alone. Just a few moments ago, as I sat reading my paper in the library, a hot, stifling wave of remorse swept over me. I could not resist it. Guiltily I came to your bedside.

These were the things I was thinking, son: I had been cross to you. I scolded you as you were dressing for school because you gave your face merely a dab with a towel. I took you to task for not cleaning your shoes. I called out angrily when I found you had thrown some of your things on the floor.

At breakfast, I found fault, too. You spilled things. You gulped down your food. You put your elbows on the table. You spread butter too thick on your bread. And as you started off to play and I made for my train, you turned and waved a little hand and called, "Good-by, Papa!" and I frowned, and said in reply, "Hold your shoulders back!"

Then it began all over again in the late afternoon. As I came up by the hill road, I spied you, down on your knees, playing marbles. There were holes in your stockings. I humiliated you before your boy friends, by making you march on ahead of me, back to the house. Stockings were expensive—and if you had to buy them you would be more careful! Imagine that, son, from a father! It was such stupid, silly logic.

But do you remember, later, when I was reading in the library, how you came in, softly, timidly, with a sort of hurt, hunted look in your eyes? When I glanced up, over my paper, impatient at the interruption, you hesitated at the door.

"What is it you want?" I snapped.

You said nothing, but you ran across,

gathering all your child courage, in one tempestuous plunge, and threw your arms around my neck and kissed me, again and again, and your small arms tightened with an affection that God had set blooming in your heart and which even neglect could not wither. And then you were gone, patting up the stairs.

Well, son, it was shortly afterwards that my paper slipped from my hand and a terrible, sickening fear came over me. Suddenly I saw myself as I really was, in all my horrid selfishness, and I felt sick at heart.



What had habit been doing to me? The habit of complaining, of finding fault, of reprimanding—all of these were my rewards to you for being a boy. It was not that I did not love you; it was that I expected so terribly much of youth. I was measuring you by the yardstick of my own years.

And there was so much that was good, and fine, and true in your character. You did not *deserve* my treatment of you, son. The little heart of you was as big as the dawn itself, over wide hills. All this was shown by your spontaneous impulse to rush in and kiss me good-night. Nothing else matters, tonight, son. I have come to your bedside in the darkness, and I have knelt here, choking with emotion, and so ashamed!

It is a feeble atonement. I know you would not understand these things if I told them to you during your waking hours. Yet I must say what I am saying. I must burn sacrificial fires, alone, here in your own bedroom, and make free confession.

And I have prayed God to strengthen me in my new resolve. Tomorrow I will be a *real* daddy! I will chum with you and suffer when you suffer and laugh when you laugh. I will bite my tongue when impatient words come. I will keep saying, as if it were a ritual: "He is nothing but a boy—a little boy!"

I am afraid I have visualized you as a man. Yet as I see you now, son, crumpled and weary in your cot, I see that you are still a baby. Yesterday you were in your mother's arms, your head on her shoulders. I have asked too much, too much!

Dear boy! Dear little son! A penitent kneels at your infant shrine, here in the moonlight. I kiss the little fingers, and the damp forehead, and the yellow curls, and, if it were not for waking you, I would snatch you up and crush you to my breast.

Tears came and heartache and remorse, and, I think, a greater, deeper love, when you ran through the library door and *wanted* to kiss me!

A Good Recipe

Butter Scotch Pie

Contributed by Mrs. W. D. Roebuck,
Lima, Ohio

Yolks of three eggs
2 tablespoons flour
2 cups brown sugar
¼ cup melted butter.

Mix well together and stir into 2½ cups boiling water. Flavor with vanilla. This makes two pies.

Good night!
Sleep tight,
Wake up bright in the morning light!
Then do what's right
With all your might.

Anne "Bobby" Pennington

How to Grow Dahlias

By Trainman W. H. Stone

Gaithersburg, Md.

Note: In the Magazine for October of last year there were several pictures showing some of the Baltimore folks who visited the dahlia farm of Brakeman and Mrs. W. H. Stone, at Gaithersburg, Md. In the article which accompanied the picture, we promised to give our readers the benefit of Mr. Stone's experience in raising dahlias. Mr. Stone kindly sent us the following article, and we are glad to pass it on. Mr. Stone makes quite a business of raising dahlias, and his kindness in passing his knowledge on to our Baltimore and Ohio folks is heartily appreciated.—Associate Editor

TO begin with, there are many varieties of dahlias, and the notes that I am giving herewith are gleaned from questions that our railroad folks have asked me.

The dahlia was discovered by Baron Humboldt in 1789, in the country of Mexico. It was sent by him to Prof. Cavenilles of the Botanical Gardens, Madrid, who had named it "Dahlia," in honor of that celebrated Swedish botanist, Prof. Andrew Dahl.

In this same year it was introduced into England by the Marchioness of Bute, who had secured a plant from Prof. Cavenilles. Although this plant was grown under glass and received the greatest of care, the stock was finally lost. Lady Holland reintroduced it into England in 1804. In Spain, France, and Germany the dahlia was now beginning to receive much attention.

In 1814 came the introduction of the first of the double variety. We wonder if Humboldt or Cavenilles might have dreamed of a development of the dahlia as it appears today.

The dahlia can be found in nearly every color except blue, and in all of the intermediate shades and tints. It is the ease of culture and its varied habits, and adaptability to climatic conditions that make the dahlia so valuable and popular.

Both the single and double varieties grow from twelve inches to fifteen feet high. Between these two extremes range the dwarf, the semi-dwarf, and the standard, or tall varieties.

As a cut flower, whether for bouquets, decorations, or for exhibition purposes, the dahlia is unsurpassed for diversity of form and brilliance. In size the dahlia varies from the smallest pompon of a half-inch in diameter to the largest of the show and cactus varieties, which may grow from seven to ten or more inches in diameter, on stems three feet in length.

Anybody, by a little care in cultivation, can grow dahlias. The rules that I follow are as follows:

1. Select a suitable location; that is, where the plants will be able to get plenty of sunlight and air. Any soil that grows potatoes will grow dahlias.

2. If the soil is heavy, lighten with coal ashes and well rotted manure (do not use fresh manure) spread broadcast.

3. Spade or plow the ground to a depth of eight or ten inches.

4. My time for planting dahlies is from May 15 to June 30. Do not plant too early if you want good Fall bloom.

5. Select bulbs with no more than two eyes; one is still better.

6. Allow a four foot square for each plant. The hill should be six inches deep. Cover the stub three or four inches. When the time comes for cultivation this will be soon enough to level the hills.

7. Cultivate once a week.

8. When the plant has acquired four joints, pinch off the third, leaving just two joints. This will cause the plant to branch out instead of growing tall.

9. When the plants begin to bud, give each plant a pint or more of good bone meal.

10. Hill up the plant well; cultivate lightly afterwards. It is well to have a good stake between each hill. Tie a rope around both sides of the bush.

11. Do not allow all of the buds to bloom; by leaving only the first bud on each branch, large blossoms will result.

Care of Bulbs

1. After the frost has turned the bush black, select a dry time to lift the clumps out of the ground. Leave a stem six inches in length.

2. Pack the bulbs with the stems downward in a good box well lined with heavy paper. Place them in a cool place in the cellar. Do not have them near a furnace.

3. Keep them out of the way of rats and mice.

4. Wait until the clumps sprout and you can tell how the clumps should be divided.

5. Grow only the best dahlias, such as the English Curved Cactus, Colossal Cactus, Hybrid, Decorative, and Peony Style. These have been recognized by the American Dahlia Society.

Dear Women Readers:

What the Ladies' Auxiliaries are doing for the Veterans' Associations all over the system is but an indication of how our women can be of real help in the progress of the Railroad. When the Veterans' Associations grew in membership and they decided to make real social affairs of their monthly meetings, to whom did they go for help? To that natural source—their own wives. And the wives responded, and responded nobly. And now, whenever you hear of a large, progressive chapter of Baltimore and Ohio Veterans, you may know for a certainty that it has a correspondingly large and well organized Ladies' Auxiliary behind it.

And right here it might be said as a compliment to our men that they are not slow in recognizing this fact; they realize what help the women are in planning drives, holding picnics, banquets, entertainments and all social affairs. I have yet to hear a speech made by one of the officers of any chapter in which he did not make mention of the good work done by the sisters of the Auxiliary.

And for cooperation?

At the meeting of the Grand Lodge in Baltimore in January, a Grand Body of the Ladies' Auxiliary was also formed. We asked for reports of the doings of the various chapters. Did they respond? Well, if you will take a good look at the MAGAZINES of the past two months, you will see what a fine lot of news our women have sent us. In some cases it was necessary for us to curtail the news items a bit in order to get them all in, but they're all there, and it's work of which we are justly proud.

For some time the Veterans have been engaged in a business-getting campaign. In this the Ladies' Auxiliaries have been invited to join. Thus far we have not heard much from the ladies, but we're expecting great things. In this letter I just want to remind you again that Miss Mabel Gessner is our woman passenger representative, and that she will be glad to help any of you along this line. She is located in the Passenger Traffic Department at the Baltimore and Ohio Building, Baltimore, where you may write or visit her. If you know of any prospective business, get in touch with Miss Gessner at once; if she cannot be with you, she will be glad to advise you how you may handle it.

Yours for success,

Margaret Talbot Stevens

Clever Touches to Give to the Simplest of Frocks and Suits

By Maude Hall

THERE is shown among the exceedingly pretty figured crepes a dress in the new shade called blossom, figured with little circles of Gobelin blue. The blouse is in kimono style, with short sleeves. Trimming the blouse is an applied front, with oval neck and belt cut in one. The sides are laid in plaits which form cascade draperies. The draperies are lined with blue satin, and this idea is repeated in the cascades which add grace to the skirt at either side. These draperies, however, may be omitted, leaving a plain kimono blouse and straight gathered skirt, which conform to the smartest lines laid down by Dame Fashion. Besides polka-dots, small discs and ring-effects of various sizes and arrangement, the new silks exploit designs that are chiefly of Japanese and Chinese inspiration, arranged in close all-over patterns. Cream and ecru grounds, printed in color or in black and scarlet or scarlet and green, are much liked.

The range of woolen fabrics is so narrow that the adoption of the tweed weaves makes a welcome addition to the list. One-piece frocks as well as tailleurs are fashioned of the new tweeds, which come in a pleasing variety of colors and designs. As a matter of fact, nothing exceeds in smart demand the tailored suit of tweed, because it is stylish-looking and economical. A model sponsored by Paris combines a long jacket with straight, simple lines and a two-piece gathered skirt. The fronts of the jacket are underfaced and rolled with the collar, forming long pointed revers. If preferred, however, the neck may be finished with a simple shawl collar.

White has been introduced at the fashionable resorts, both here and abroad, with such unquestioned success that no one doubts that the late Spring and Summer will be seasons of white. New fabrics show white as background for checks, stripes, plaids, field flowers, etc., while white threatens to overshadow the most attractive shades as a solid. Youthful and lovely is a frock in white kasha cloth, trimmed with cut velvet ribbon in two tones. The ribbon forms a narrow belt, which is finished at one side with a large rosette, from which hang uneven streamers. Anything that points toward the hemline this season avoids the ways of evenness and regularity. The skirt is stitched with a series of narrow folds to imitate tucks, and these folds are edged with a fine braid with picoted edge. The braid outlines the round neck and finishes the short sleeves. Ribbons are unusually beautiful and novel in effect this year. Deserving of special mention are those in variegated effect, shading from light at the center to six or seven tones darker at the edge, where they finish with a narrow fluted ribbon edge in the darker shade. Similar ribbons are shown with undulated metal borders.

Although the sleeve is generally admitted to be the pivot upon which revolves the Spring and Summer fashion figure, the low waist-line comes next in order of importance. There are so many modifications of the mode that it can be made becoming to almost anyone. Fashion offers delectable arrangements of linked girdles and tie sashes that droop below normal waist-line without actually defin-



ing a low waist-line or the exaggerated hip, and which give no emphasis to the normal waist-line. The crushed girdle and draped sash, the embroidered banding and braided belt all serve a purpose in defining the low waist. In coats a mere band of self-material frequently indicates the lowered waist-line and in suits a low-placed belt.

Organdy and handkerchief linen are used to trim frocks of serge, knit-silk, kasha cloth, etc., forming, as it were, a connecting link between the two seasons. These materials are also seen in the advance blouse models for summer, being well adapted to the drawn-work and hand-stitching that distinguishes hand-made designs.

GIRLS' ONE-PIECE DRESS No. 9741. Five sizes, 6 to 14 years. Size 8 requires 2 yards 54-inch material. Without lining, slashed and closed at center-back. Open neck finished with a round collar perforated for V-shaped neck finished with a collar which is rounded at back and pointed in front. Price, 30 cents.

A Tip

Generous Old Lady (using telephone for first time—to operator)—As you've been so nice and attentive, my dear, I'm putting an extra nickel in the box for yourself.

—Boston Transcript.



35 Cents for Each Number

WOMEN READERS!

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

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

Name.....
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Size.....
Send pattern number.....

Lesson In Home Dressmaking

Girl's Coat with Dart-Fitted Circular Cape, Which May Be Omitted if Preferred

9294 9694

Fascinating Frocks In Canton Crepe

Canton crepe fashions both of these models, which are delightfully youthful. To the left is a dark-brown dress trimmed with self-color Georgette, which is used to line the sleeves and side draperies of the skirt. The closing is at the left side, and the front foundation gore is attached to an underbody. The outer front is laid in plaits at the waist, hanging in jabot drapery at the sides. Medium size requires $5\frac{1}{8}$ yards 36-inch crepe, with 2 yards of Georgette.

To the right is a straight-line design in black crepe, for many smart frocks are developed in crepe for the coming season. There is a high note in the girdle of bright-blue beads and metal rings, as well as in the blue-satin bands that finish the sleeves and round collar. Medium size requires $3\frac{3}{4}$ yards 40-inch black and $\frac{1}{4}$ yard 36-inch blue material.

First Model: *Pictorial Review* DRESS No. 9294. Sizes, 34 to 46 inches bust. Price, 35 cents.

Second Model: DRESS No. 9694. Sizes, 34 to 44 inches bust. Price, 35 cents.

COSTUME No. 9942. Sizes, 34 to 44 inches bust.

COSTUME No. 9950. Sizes, 16 to 20 years and 34 to 44 inches bust.

COSTUME No. 9949. Sizes, 16 to 20 years and 34 to 42 inches bust.

COSTUME No. 9991. Sizes, 34 to 44 inches bust.

COSTUME No. 9966. Sizes, 34 to 44 inches bust.

Price 35 cents each.

THERE are charming new coat models for girls under twelve, and one which features the cape now in such great demand is shown here, simplified so that the home dressmaker will have no trouble in duplicating it. Six-year size requires $2\frac{1}{8}$ yards of 54-inch serge, velours, or any other preferred material, with 3 yards of 36-inch lining.

The coat is made so that it closes at the neck with a round collar. It is trimmed with a one-piece circular cape, dart-fitted on the shoulders. If preferred, the cape may be omitted. Turn-back cuffs finish the one-piece sleeves, and there is a narrow sash of self-material, for which no particular pattern is required. Without the cape, one-half less material will be sufficient.

Follow the cutting guide closely when cutting. Place the cape, the collar and the back of the coat so that the triple "TTT" perforations will rest along the lengthwise fold of material. The front, the underfacing, sleeves and pockets are laid with large "O" perforations on a lengthwise thread.

To make the coat, first close the under-arm and shoulder seams as notched. Turn the hem at lower edge on small "o" perforations, the large "O" perforations indicating the center-front. Adjust underfacing underneath the front of the coat, with corresponding notches and edges even.

Next, close dart seam of the cape as notched, and terminate seam at the small "o" perforation. Turn hem at lower edge of cape on small "o" perforations. Arrange cape on coat with notches at neck and center-backs even. Then, face the collar and sew to neck edge as notched, with center-backs even. Arrange strap on front of coat (underneath collar) with center-fronts and upper edges even. Tack right side edge to position and finish the left for closing.

Close seams of sleeve and cuff as notched. Sew cuff to sleeve as notched, with seams even. Sew sleeve in armhole as notched, with small "o" perforation at shoulder seam. Bring seam of sleeve to underarm

seam. Ease in any fulness between the notches, or the fulness may be shrunk out. Hold the sleeve toward you when basting it in the armhole.

Adjust one pocket section to position on front of coat, matching the small "o" perforations. Stitch straight across, $\frac{1}{8}$ inch above and below the perforations, then slash between the perforations. Draw the pocket through the slash to the inside of coat. Baste and press. Sew another pocket section underneath with edges even.

Trim with buttons of the same material or of bone.

CHILD'S COAT No. 9751. Sizes, 2 to 10 years. Price, 35 cents. (*Lesson in Home Dressmaking.*)

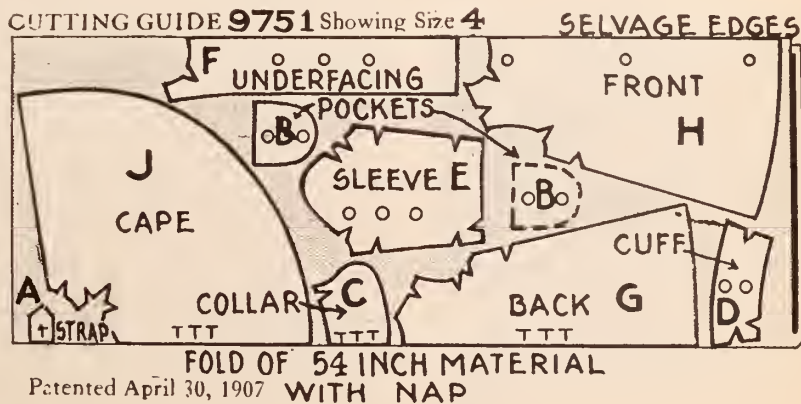
Mostly!

"Well, Billie," said Uncle George, "how do you stand in school these days?"

"In the corner mostly," returned Billie.



9751





Three Cheers for the Prize Winners in the "Our Town" Contest!

States of Virginia, Indiana, Pennsylvania, Illinois, West Virginia, Ohio and Maryland—All Claim Prize Winners

ALL of the states named above may be justly proud of the little Baltimore and Ohio folks who live therein, for all of the little Baltimore and Ohio folks who entered the "Our Town Contest" are proud of their states and the towns in which they live.

Three months ago our Children's Page announced that prizes would be given for the best compositions and stories about the home towns in which our little folks live. Forty-four entries were sent in, thirty-nine from girls and five from boys. The girls' ages ranged from six to fourteen, so in order to give the younger ones an equal chance with the older ones, the girls were divided into two groups, separate prizes being awarded to each group. The judges were as follows: Mrs. Roger Dickens, teacher, Boy's Latin School, Baltimore; W. E. Lewes, general passenger agent and C. H. Dickson, art editor of the MAGAZINE.

Each entry was given a number, a record of which was kept at the MAGAZINE office; typewritten copies of each essay were then made, one for each of the judges. On these were written the numbers only, so that there was no way for the judges to know the names of the contestants. Each first choice was given 100 points; each second choice 75 points, and each third choice 50 points. A diagram explaining the decision in detail will appear in May issue.

The prizes offered were children's books, as follows: First prizes, books worth two dollars; second prizes, books worth a dollar and a half; third prizes, books worth one dollar.

In examining the various entries, there were a number of strange happenings; for example, Floyd Roy Abernathy's number was 13, generally supposed to be a hoodoo number, but it proved to be good luck for him who won first prize among the boys. There were two little folks named Walker who were successful contestants: Mazie Walker, of Midland City, who won second prize in Group B, and Erving Walker, Brunswick, Md., who won third prize in Group C.

It will be interesting to our little folks to know that there were twins from Bruns-

wick who entered the contest, Katherine and Margaret Harrison, whose father is an engineer.

Two of the prize winners lived on streets named for Thomas Jefferson: Viola Saltz, who lives on Jefferson Avenue, Chillicothe, Ohio, and Dorothy V. Cannon, who lives on Jefferson Street, Lexington, Va. Marjorie White, another little lady who sent a very nice paper, but who was not quite as successful, also lives on a Jefferson Avenue in Washington, Pa.

Perhaps the biggest little booster for her home town is Bernice Conklin, of Mounts-ville, W. Va. You will be glad to read her paper when it is published. Hazel Wensell was the only representative of Keyser, W. Va., and there were lots of interesting things that she told about her town. Bernice Kirkpatrick likes her town of Dover, Ohio, because of its nice, shady streets. Florence Margaret Gross, of Baltimore, tells about the games that she likes to play; Marguerite McDonald, Richmond, Staten Island, lives in a town which has hills and valleys and beautiful flowers; Gladys Shaw named seven different kinds of people who live in her town of Fairmont, W. Va.; Juanita Hastings deserves a lot of credit, for she is only six years old and the youngest one in the contest; Juanita Barnhart was the second "Juanita" to enter; she lives in Brunswick, Md. Agnes Donnelly lives at Glen Burnie, a pretty little town between Baltimore and Annapolis. She likes the annual carnivals at her town.

Minnie Loury wrote the funniest essay of all, telling us of some of the funny rhymes that she writes at school. Mildred Toms, Weston, W. Va., sent a very interesting paper, giving much of the history of her town and telling about the growth of the Baltimore and Ohio. Gertrude Wilson, Greenfield, Ohio, was the only one who sent a typewritten essay, although most of the papers were quite legible; Kathryn Hadden's paper was perhaps the neatest of the others. Beulah Hoar, Brunswick, sent in a newsy little letter; Louise Barker, Glendale, Ohio, wrote a lovely description of her town. Mildred Bauman's letter was just full of the history

of her town, Somerset; she told also of the home-building club of Railroad employees. Marjorie White's town, Washington, Pa., has a burgess, instead of a mayor as most of our towns do. Lenore Taylor wrote an interesting little tale about how the town of Aiken, Md., got its name. Kathryn Colling's description of Newark, Ohio, was much better than I have seen from many grown people. Sarah Pennington was the first person to send in her essay; she, too, has a pleasant little story of how the people gather up the coal that falls from the trains.

Ethel Gardiner took each suggestion given in the MAGAZINE and discussed it separately, thus making a well-connected essay; her town is Baltimore, Md. Mildred E. Dixon is another little girl from Weston; she told the famous story of the "Chicken House." Dorothy Witt, of South Connells-ville, and Esther V. Richter, Roslyn, Md., are two little contestants who are eight years old. Viola Saltz is but seven. All three of these wrote fine papers. Dorothea Taxis told of the great fire in Baltimore. Most unusual was the story written by Grace Shawen, Baltimore, Md., who told of how an old, homely piece of property was built up into a lovely place. Gale Schachte tells us many, many interesting things about her town of Mt. Pleasant, Pa.

This contest is only an example of what our little Baltimore and Ohio girls and boys can do. They have showed us before, in their responses to requests that they contribute to our Children's Page. We expect to hear from all of them as time goes on, and to add many new names to our fast growing list of children contributors. We only wish that each of the contestants



FIRST PRIZE WINNERS

1. Dorothy V., daughter of Engineer W. T. Cannon, Lexington, Va. 2. Gertrude, daughter of Machinist T. H. Cassell, Morgantown, W. Va. 3. Floyd Roy, son of Agent F. R. Abernathy, Lebanon, Ill. 4. Mary Edwin, daughter of Superintendent Transportation J. D. Clarke, Baltimore, Md.

might have received a prize. However, we hope to have other contests in the future, so that all of these and many others may have another chance. The compositions—all of them—were exceptionally good, and

we expect to use each one, in turn, in the MAGAZINE. We thank every one of the forty-four contestants.

Hurrah for our Baltimore and Ohio girls and boys!

The Home of Two Great Generals

By Dorothy V. Cannon,

Twelve Year Old Daughter of Engineer, Lexington Va.

First Prize, Class A (tie)

LEXINGTON is a pretty little town in the valley of Virginia, not far from the north branch of the James River. It is at the end of the Valley Branch of the Baltimore and Ohio Railroad and fourteen miles from Natural Bridge. The population of the town is about 4,500.

There are few towns that have so much history as the little town of Lexington. It was once the home of the two great Southern generals, Robert E. Lee and Thomas J. Jackson.

General Robert E. Lee was born in 1807. He was president of Washington and Lee College. He made himself famous in the Civil War. When he died in 1870, he gave his home to the people of Lexington for the president of Washington and Lee College to live in.

Thomas J. Jackson, better known as "Stonewall" Jackson, was born in 1824. We all know him through history. When he died in 1863, he gave his home to the people of Lexington to be used as a hospital. It has been a great benefit to the people of our town. There are two great monuments here that were erected in memory of these two generals. Lee's is in the chapel, and Jackson's is in the cemetery.

Washington and Lee University was founded in 1803. It is a school for young men. Not only Americans but young men of other nations go to school here.

Virginia Military Institute is another popular school for young men. They drill every Wednesday and Saturday. It is very interesting. They take long hikes and go by singing and whistling. They seem very healthy and happy.

Indianapolis, the Home of Literature

By Mary E. Clark,

Thirteen Year Old Daughter of Superintendent of Transportation, Baltimore, Md.

First Prize, Class A (tie)

"NO mean place," is what former President Benjamin Harrison said about my Home Town, Indianapolis, Indiana.

I do not live in Indianapolis now, but I was born there, and spent the first five years of my life there. I never forget Indianapolis, though, for every summer, during a part of my summer vacation, I make a visit to the home folks.

Indianapolis is what is called a "Mid-western city." It is very flat, and also very dry, meaning, of course, that it is near no large body of water.

House Mountain is near Lexington. It is a beautiful view from here. This is a story of it:

The Giant of House Mountain

There was once a boy and girl, whose names were Lars and Mary, and who lived in Lexington. They were tired of being told to do things so they decided that they would go where they might eat licorice all of the time and do nothing. At Licorice Town they were very happy, but they soon grew tired of it. So one day they went up to visit the Giant of House Mountain.

They crept into the house and got into one of the giant's gloves. The giant came in and called out in a coarse voice, "Who's in my gloves?"

Timidly Lars and Mary told him that they were sorry, but that they had thought that his gloves were houses. Then the giant laughed and said that he was glad that they had come. They could help him get ready for his party.

Then the giant took a big spoon and began to stir the clouds.

"Giant," asked Lars, "what are you doing that for?"

"I am making ice cream pudding," said the giant.

Then Lars and Mary and the giant invited all of the people of Lexington to the party. They had a lovely time, and after it was all over they went home.

And to this day, when you hear a rumbling of the clouds around House Mountain, you may look up and see the clouds piling up. Then you know that the giant is making ice cream pudding and that he is getting ready for a party.

Quite a number of well-known authors have lived in or near Indianapolis. One whom I am quite sure you will remember is James Whitcomb Riley, whose "Little Orphan Annie" and "The Old Swimmin' Hole" have their places in the hearts of all young Americans. Other well known authors are:

Booth Tarkington, whose Penrod stories are enjoyed by girls as well as boys, and Meredith Nicholson, whose books are more interesting for grown-up folks than for children. There is also George Ade, whose "Fables" are full of homely truth. Here



SECOND PRIZE WINNERS

1. Helen May, daughter of Fireman E. E. Leslie, Pittsburgh, Pa. 2. Mazie M., daughter of Bridge Inspector Nate Walker, Midland, Ohio. 3. James Ralph, Jr., son of Machinist J. R. King, Mt. Clare Shops, Baltimore, Md. 4. Lena Jane, daughter of Operator Fred Reis, Deer Park, Md.

we would not forget to add the name of the famous Kin Hubbard, whose "Abe Martins" fill our daily papers with a quaint humor. And these are not all, for my town can boast of many others, quite enough, in fact, to give it the name of "literary center."

There are many interesting landmarks in my town. If you should ever go there, be sure to see the beautiful "Sunken Gardens" of Garfield Park, which takes its name from President Garfield.

Perhaps the first thing to catch your eye on entering the city is the Soldiers' and Sailors' Monument, which was erected as a memorial to the soldiers and sailors of Indiana who fought in the Civil War. It is said to be the most beautiful monument of its kind ever erected.

Indianapolis is the largest inter-urban center in the country. Baltimore has no such lines except that of the Washington, Baltimore and Annapolis, which is, in a way, similar to the Interurban. This line has also a two-and-a-half-mile speedway, where automobile races of international interest are held annually.

My Home Town covers an area of the same number of square miles as does Baltimore, but it is not nearly so densely populated. There they know nothing of "row houses," because all of their homes have yards surrounding, except, of course, the apartment houses, of which there are a great many.

While our Baltimore and Ohio Railroad does not run into Indianapolis, the town is a great railway center, and if any of you ever happen to visit there, drop me a card and let me know how you like My Home Town.



THIRD PRIZE WINNERS

1. William H., son of Machinist W. A. Kiefer, Mt. Clare Shops, Baltimore, Md. 2. Viola Anna, daughter of Laborer Oscar Saltz, Chillicothe, Ohio. 3. Emma Cole, daughter of Chief Engineer of Maintenance Earl Stimson, Baltimore, Md.



MORE OF OUR LITTLE BALTIMORE AND OHIO PEOPLE WHO ENTERED THE CONTEST

1 and 2. Margaret and Katharine, daughters of Engineer Harrison, Brunswick, Md. 3. Mildred Erma, daughter of Conductor Martin Bauman, Somerset, Pa. 4. Marguerite Marie, daughter of Signal Maintainer Joseph W. McDonald, Richmond, Staten Island, N. Y. 5. Mary Bernice, daughter of Boilermaker Linns E. Conklin, Moundsville, W. Va. 6. Agnes, daughter of Fireman D. P. Donnelly, Glen Burnie, Md. 7. Esther V., daughter of Accountant Righter, Roslyn, Md. 8. Bernice Stella, daughter of Machinist G. C. Kirkpatrick, Dover, Ohio. 9. Grace Louise, daughter of Telegrapher W. M. Shawen, Baltimore, Md. 10. Sarah Frances, daughter of Crossing Watchman P. M. Pennington, Cumberland, Md. 11. Louise, daughter of Storekeeper T. H. Barker, Ivorydale, Ohio. 12. Kathryn, daughter of Boilermaker William Colling, Newark, Ohio. 13. Dorothy, daughter of Brakeman Samuel Witt, South Connellsville, Pa. 14. Marjorie Lura White, niece of cashier, Freight Office, Washington, Pa. 15. Our youngest contestant—Juanita, little daughter of Conductor R. E. Hastings, South Connellsville, Pa. 16. Florence Margaret Gross, sister of clerk, Car Service Department, Baltimore, Md. 17. Gertrude, daughter of Joint Agent W. Wilson, Greenfield, Ohio. 18. Gladys Helen, daughter of C. Shaw, miner, Fairmont, W. Va. 19. Hazel C., daughter of Conductor E. L. Wensell, Keyser, W. Va. 20. Minnie Loury, daughter of Sullivan Lauretano, Kent, Ohio. 21. Beulah Virginia, daughter of Conductor James W. Hoar, Brunswick, Md. 22. Juanita Mildred, daughter of Engineer P. W. Toms, Weston, W. Va. 23. Ga'e, daughter of Brakeman A. Schachte, Mt. Pleasant, Pa.

Do You Like the Name of Morgantown?

By Gertrude Cassell.

Nine Year Old Daughter of Machinist, Morgantown, W. Va.

First Prize, Class B

DON'T you like the name of Morgantown? I do, for it is the name of my home town. It was named after a fine old settler named Zachariah Morgan, more than 130 years ago. From that time our town has grown so that now we have a population of 15,000 people.

We are proud to boast that the Father of His Country, George Washington, spent a night here during his march through West Virginia, on what is now known as the Hille Farm.

From the top of each of the five hills may be seen our town, which is situated on the blue-green waters of the Monongahela River.

There are so many advantages and industries in our town that these should attract people to locate here. I like to live here because it is a nice place to get a good education. We have nine schools, one high school, and the only university in the state, with the most competent teachers that can be found anywhere.

The surroundings of the state buildings take the place of a beautiful park, which, I am sorry to say, we lack.

The most attractive thing we have is the girls' new dormitory which overlooks our town. It is really a beautiful picture.

It would take too much space to tell of all the industries, but I shall name the most important:

Eleven glass factories, including the Pressed Prism Plate, the only one of its kind in the world. Products from here are sent to the four corners of the earth. The General Woodworking Company, the Quality Cement Company, Morgantown Brick Company, Sabraton plants of the American Sheet and Tin Plate Company are all located here. The last named has an annual payroll of \$2,000,000.

Our town has the richest coal region of the state, having three Pittsburgh runs, also Lewickly and Redstone Coal.

In machinery and mining manufactures are the following:

The Chrisman Foundry and Machine Company, the Jackson and McGraw Machine Company, the Rosemset Machine Company. Last, but not least, come the Baltimore and Ohio Machine Shops, formerly known as the Morgantown and Kingwood shops, where my papa works every day. We have four railroads coming in here.

There is no excuse for one's not going to church in my town, for we have sixteen churches, of all denominations.

To add to the beauty of our town we need one more building—a Baltimore and Ohio Passenger Station, where every day hundreds of people leave to travel over the Baltimore and Ohio System.



HONORABLE MENTION

1. Cathrine, daughter of Conductor W. E. Hadden, Dover, Ohio. 2. Pearl Marion, daughter of Pile Driver Engineer Daniel Reimsnyder, Dorsey, Md. 3. Ethel P., daughter of Electrician J. W. Gardiner, Baltimore, Md. 4. Mildred Eunice, daughter of Master Mechanic W. J. Dixon, Weston, W. Va. 5. Lenore, daughter of Operator W. L. Taylor, Aiken, Md. 6. Howard Warren, son of Warehouseman William Deering, Camden Station, Baltimore, Md.

The First Town to Elect Women on Its School Board

By Floyd Roy Abernathy

Ten Year Old Son of Agent, Lebanon, Illinois

First Prize, Class C

I LIVE in the beautiful little town of Lebanon, Illinois. If you will look out of the car window you may see it located on the hill to the north. Lebanon has about 2000 inhabitants. The railroad was first owned by the O. & M., about seventy-five years ago.

Here is located one of the oldest colleges

in the West—McKendree College. Many great and learned men were graduated from here; among them were Governor Deneen, Ex-Senator L. Y. Sherman, Dr. Benjamin Hypes and many others. The people of the town are very proud of their college. They have just collected almost a million dollars for funds.

We have seven churches in our town, an eight grade public school, and we are now building an eighty thousand dollar community high school.

Lebanon was among the first to elect women on its school board. My mother and a leader in my Sunday school were elected last Spring.

We have fine farm lands around here. There are also pit mines from 300 feet to 1200 feet deep. We also have a large flour mill. Near us there is Scott Field, where they have an airplane and balloon school.

Dear Girls and Boys:

More of the prize-winning stories will be published in the May Magazine. Look out for them.

I'd like to have more poems about vacation, games, flowers, birds, summer, etc., for the June issue. Send in your contributions by May 15.

Your lovingly,

Aunt Mary

Address:

Aunt Mary,
Baltimore and Ohio Magazine,
Mt. Royal Station, Baltimore, Maryland.

The Autobiography of a Lead Pencil

By Ernestine Wolfe,
Charleston, W. Va.

I AM only a stubby little lead pencil, but once upon a time I was as long as the best and the newest of you. I was not battered as I am now, but fresh and new, with a nice little rubber cap on my head. But my owner was often hungry, so he chewed and chewed upon the rubber until it disappeared.

I had a name, too. It was "Dixon M," printed in fine gilt letters on my side; but the name can scarcely be deciphered now. Perhaps you'd like to hear my story.

Well, one fine morning I was having a comfortable though rather dull time, lying on a shelf in Moore's Book Store, when in came a boy to buy a pencil. By luck I was given to him.

He slipped me under the strap which held his books and started off. I soon found that my companions were an algebra, a history, and an English book. In a few minutes we entered a room, which I soon discovered to be the school room.

My owner and I have learned lots and have had lots of fun. Twice a day we have climbed up long flights of stairs and around halls until I became dizzy. Once or twice the teacher caught another pencil and me writing notes, but she always blamed the boy, so it did not worry me much.

Those happy days are over. I am now thrust into the bottom of a deep, dark pocket with a knife, a top, a piece of string, and some marbles. My master has a brand new pencil now; he said his reason for getting it was because he is going to have examinations.



Safety Roll of Honor

Baltimore Terminal

During the forepart of March, Joseph Turner, conductor, Camden Yard, while off duty, saw some property which he recognized as belonging to the Company, being taken off by unauthorized persons. He reported the matter and the property was recovered.

Every penny that is lost as material like this sometimes is, means cutting down of the Company's resources, which often results in a curtailment of working forces. Men who have the same interest as Mr. Turner therefore do double duty when they act as above described—they help their fellows and their employer.

Baltimore Division

On January 5, when No. 508 was delayed at Newark, Del., the work of closing off steam and plugging pipe was done entirely by Fireman J. F. Hook with the assistance of Engineer J. L. Edenfield, who were dead-heading on Train No. 508 at the time.

While going to work on the night of January 6, Operator F. W. McEwing found large stone on inside of rail on westbound track in middle of cut. He had it removed and bridge watchman at that point notified.

On January 24, extra east, engine 4002, with train of 63 loaded cars, in charge of Engineer J. D. Drenner, Conductor B. B. Watts, Fireman G. B. Morsberger and Front Brakeman A. G. Hicks, derailed tank of engine and ten following cars, blocking Nos. 1 and 2 tracks. Brakeman A. G. Hicks was slightly injured. As soon as Brakeman Hicks got on ground, engineer called to him to look out for No. 47. Hicks, knowing he was without lamps, called to Morsberger to throw him fusee. Morsberger extricated himself from coal in tank, reached for fusee and threw it to Hicks. Hicks succeeded in lighting fusee and gave stop signal to No. 47, which was recognized promptly by engineer of that train and train brought to a stop 30 feet from first car obstructing No. 1 track.

About 10.05 a. m. on February 12, Fireman W. E. Jamison found some boys with a hand car on the main track at 63rd Street Bridge, Philadelphia. He secured the assistance of two city police officers and removed the hand car from the track just in time to clear for No. 505. Had this hand car not been noticed by Fireman Jamison, it would have delayed No. 505; and by this action, he averted a possible accident.

When No. 88 passed tower at Silver Side, about 1.20 p. m. on February 21, Operator H. W. Alrich noticed a steel rail, or girder, protruding from a car of contractor's material. This load was on a car near the middle of the train and had shifted badly. The train dispatcher was notified and train stopped at Chester. Car was set off at Eddystone and moved to East Side for adjustment of load. Operator Alrich has been commended for his close observance of passing equipment and prevention of an accident.

On the morning of March 3, as Operator C. W. Proctor was going to work on his

motor car and riding over switch point leading into station siding at Bradshaw, the wheel of the motor made a peculiar swerve and gauge seemed tight. Proctor stopped, went back and examined the switch and found point open about one-fourth inch. Further examination developed that the switch stand was broken. Word was sent to train dispatcher who arranged for section foreman to look after the switch.



F. M. Moon

On the afternoon of February 28, Foreman W. Callery, of Section 4, Belt Line, was inspecting switches at east end of Howard Street Tunnel. He found eighteen inches of flange at the switch leading from No. 2 to No. 4 Track. He reported the matter immediately to "DO" Office and the wheel with broken flange was found in train at Aikin, where the car was cut out.

Cumberland Division

On March 22, Frank Seeders, track walker, Section No. 24-A, Dans Run, noticed train No. 8 stop at automatic signal west of Dans Run Station about 6 o'clock a. m. Being familiar with these signals, Mr. Seeders went at once to locate trouble. He found a broken rail on No. 4 track, made temporary repairs and notified foreman. Mr. Seeders was not on duty at this time.

On March 6, Mr. Walter L. Taylor, employed as a miner, while walking from Rowlesburg to Tunnelton, when near Buckhorn on Cheat River Grade, discovered a large rock on track. He flagged No. 54, then due, and informed the crew of the obstruction.

Mr. Taylor's prompt action in handling the matter is appreciated.

While on way home from work on March 6, at a point one mile and a half west of Green Spring, Signalmen H. P. Logsdon and J. T. Duvall, and Operator C. P. Houck discovered fire burning along right of way around three telegraph poles. They succeeded in extinguishing the fire before damage was done.

Their prompt action in the matter saved damage and interruption to the line.

Connellsville Division

The accompanying photograph is of Track Walker F. M. Moon, who is employed on Section 24, Connellsville Division. On the morning of March 4, Mr. Moon while patrolling track just west of Bidwell, discovered a broken rail and immediately notified his foreman, who arranged for necessary repairs. Weather conditions on this date were bad.

Mr. Moon has on several occasions proved his loyalty to the Company by paying particular attention to the condition of our right of way, and has discovered and reported quite a few broken rails, his prompt action probably preventing derailments. Mr. Moon has been in the service for fifteen years.

On February 20, Operator N. M. Harclerode, Hyndman, Pa., while on his way home from work, discovered a piece of iron wedged in switch point, also some rock lying across track in cut just east of Fairhope. This was removed by Operator Harclerode and the matter reported to the train dispatcher.

At 4.20 p. m. on March 9, Operator W. E. Cupp, while on his way to work at Oriental, discovered about one foot broken out of rail on No. 2 track, about 600 yards east of Oriental. He immediately called section foreman, who renewed rail.

Pittsburgh Division

On February 21, engines 2315 and 2357 took siding at Duvall for No. 76. When pulling into the siding, Brakeman Roy Sloan, who was riding the head end, dropped off the train on the left side, and while the train passed him was on the alert for defects. His vigilance was rewarded by the



Operator W. E. Cupp

finding of a broken arch bar on C. & O. 7897, which he immediately reported to his conductor, C. M. Brown.

Both Conductor Brown and Brakeman Sloan looked the car over very carefully and decided it was safe to haul the car, if handled carefully, to some point where it could be set off and proper repairs made. Conductor Brown instructed engineman in charge of his train to handle it carefully from Duvall to Forgies siding, about one mile west of Washington. This was done and the car set off.

Charleston Division

The following employees and residents of our division have been thanked and commended for reporting unsafe conditions:

J. A. Groves, Orlando, recently found a broken rail which he reported by flagging No. 61.

Conductor H. E. Bailes, Flagman C. E. Thompson, Engineers A. Kibbe and W. P. Paxton, Firemen J. A. Buckner and R. E. Murphy, for finding a slide, which they cleared without delay.

Conductor B. E. Jeffries, for close observation and careful attention to duty.

Mr. A. G. Cooper, of Emmart, for finding and reporting broken angle bars in main track near Walkersville.

Mr. Guy McNeamer, of Copen, for finding a pile of rock on the main line near Copen, which he reported promptly to our agent; Mr. D. W. Singleton, of Gilmer, for reporting a broken switch near there.

Engineer G. F. Purkey for volunteer flagging done on his own time, at a slide, averting serious delays to trains; Baggage-man Hall, for clearing a slide.

Conductor H. B. McLaughlin for signal assistance rendered in clearing a number of slides and thereby averting serious delays to trains.

Flagman G. C. Sands for finding and reporting a broken rail.

Mr. Frank Hosey, of Centralia, for finding a broken rail, and reporting the condition to our agent.

Foremen D. F. McCord, S. Eden, W. W. Squires, W. W. McCord, S. M. Cochran, Burley King, A. W. Henline, E. Heater, for picking up good material on their sections, and forwarding it to the storekeeper, thereby assisting in our economy campaign; Engineers J. Daugherty and W. P. Paxton for picking up good material on line and bringing into shops.

Machinists D. R. Barrett and C. F. Beatty, of Gassaway shops, for close inspection of locomotives resulting in finding defective conditions and averting possible accidents.

Conductors Harmon, Fansler, Coger, Brake and H. E. Bragg for close observation and bringing hot boxes into terminals, avoiding delay and expense.

Agent O. M. Gross, Villa Nova, and J. A. Fisher, Weston, for securing long haul for the Baltimore and Ohio on prospective shipments.

Conductor R. Shelton for close observation and for his efforts to conserve the Company's revenue.

Engineer R. N. Jeffries, one of our safety committeemen, Fireman E. M. Arbogast and Brakeman S. N. Fury for close observation in handling car with hot box; Conductor C. A. Barrett and Brakeman D. Payne for the same kind of service; Conductor P. J. Condry for close inspection of

his train, resulting in finding broken "U" bolt under coach.

Conductors H. B. McLaughlin, R. R. Milles; Engineers G. F. Purkey, J. P. Poling; Firemen R. E. Murphy, B. H. Paxton; Flagmen H. G. Northcraft, M. G. Ballard; Brakemen C. C. Cogerm, J. R. Fox, and A. M. Carpenter; for assistance in clearing slides and obstructions to traffic.

Engineers M. T. Hall and J. M. Williams; Conductor R. Roush, Firemen D. G. Stewart and G. L. Nicholas, and Brakeman F. Reese for assistance rendered in clearing slides and rock falls.

The following engineers have been commended for making over 100 per cent. fuel performance in February:

W. T. Spencer, H. Robinson, Hefner, Powell, Hoover, L. R. Shomo, Whitecotton, R. E. Smith and Hoffman.

Keep Your House Clean and In Good Order.

Cincinnati Terminals

On February 17, Charles E. Fisher, switchman, averted what might have been a serious accident. As No. 85, engine 1461, was leaving Hopple Street, Mr. Fisher discovered a broken spring on tank of the engine. He notified the engineer, who stopped the engine at Stock Yards Round House, and had the necessary repairs made. Switchman Fisher deserves much credit for his close observance.

Newark Division

On March 6, Section Foreman George W. Forbes noticed brake rigging dragging on car in No. 85 just west of Pleasant Valley. He stopped train and had brake rigging removed with no damage to track or equipment.

On February 11, Signal Maintainer O. F. Flippo, Mt. Vernon, Ohio, found a piece of flange ten inches long lying along the right of way. Train 93 had just pulled in the siding and Mr. Flippo surmised that the wheel from which the flange had broken was in 93's train. He immediately reported the discovery to the operator at Mt. Vernon, who was able to get train 93 before train pulled out of siding. Train crew examined wheels in train, found the car and set it off at Mt. Vernon. The prompt action of Mr. Flippo probably averted an accident and he has been commended by Superintendent Kruse for his alertness and prompt action in this matter.

New Castle Division

Superintendent D. F. Stevens has written each of the following employees a letter of appreciation and placed a commendatory entry on the record of each.

Freight Conductor M. Lewis, while in charge of extra west, engine 4224, discovered broken tread on wheel of G. T. car 72942, and had the car set off train without damage, thus averting possible accident.

On March 7, as extra east, engine 4064, was pulling out of the yard at Ohio Junction, Freight Brakeman T. F. Johnson noticed something lying on the eastbound main track. He immediately notified the operator, who, upon investigation, found a brake beam lying directly across the rail.

While inspecting his train at Akron Junction, February 18, Freight Conductor J. C. Stoner discovered broken flange on Baltimore and Ohio Car 150999. He had car set out without any damage.

Operator N. H. Shriver noticed something dragging in train No. 14 while passing F. S. Tower on February 11. He notified

operator at Newton Falls. Train was stopped and examination made. Brake rigging was found dragging on car, which created dangerous condition in this high class train. The interest displayed by Mr. Shriver in the safe operation of trains, removed the possibility of a serious accident.

On March 11, Brakeman C. E. Hertle, while off duty, was walking along track No. 3 in Warwick Yard, and discovered a broken rail, which he promptly reported to the yardmaster. Trackmen were notified and the defect remedied.

Mr. W. G. Marty, an employe of the McKone Rubber Co., Millersburg, Ohio, while walking along our tracks on March 16, discovered a badly broken rail. He immediately notified the operator who reported the matter to trackmen who removed the broken rail.

Mr. Marty's action is highly appreciated by the officers of the Baltimore and Ohio. Superintendent Stevens has written him a letter expressing his personal appreciation for his close observance and interest in the safe operation of trains.

Cleveland Division

On March 11, Section Foreman A. Bonacci discovered brake beam dragging on C. N. car 138644, in train of extra west, engine 2830. He immediately flagged this train and assisted in removing the beam. His careful observance no doubt averted an accident.

On March 16, while extra east, engine 4271, passed about a half mile west of Crystal Springs, Section Foreman F. Rose noticed a pair of wheels on Baltimore and Ohio car 140417 derailed and running on ties. He immediately signaled to one of the members of the crew and had train stopped. The car was causing considerable damage to the track and if it had not been for Mr. Rose's close observance, there probably would have been a great deal more damage done.

The following employes of the Cleveland Division, have been commended for watchfulness in the performance of their duties:

B. F. Akers, agent, Tippecanoe City, Ohio, for observing eight inches broken out of rail between West Switch Station siding and Bridge 16, Tippecanoe City. He immediately reported observance to dispatcher, called section foreman, then went back and flagged three extras.

F. McCormick, assistant agent, Brooklyn, Ohio, for finding 18 inches broken off from top rail of train No. 41. He immediately notified the dispatcher and arranged for No. 42 and other trains to use the Brooklyn Siding.

J. A. Smith, third trick operator, Keyser, W. Va., for discovering 15 inch piece of flange on No. 2 track just west of Main Street crossing. He immediately got in touch with the operator at Terra Alta who arranged to have cars set off at Piedmont.

On March 21, Operator C. W. Summers, Seville, Ohio, discovered a lug broken off of switch point at end of double track at Seville, Ohio, and made immediate report of same to section foreman who had necessary repairs made. He has been commended by the superintendent.

Chicago Terminal

Section Foreman E. F. Cuddigan noticed a brake beam dragging when C. M. & St. P. extra 688 was passing on February 10 at 11 a. m. He flagged train and averted a possible accident.

Chicago Terminal

CHICAGO, ILL., February 10, 1922.

A copy of the following letter, written by Superintendent DeVeney, was sent to both C. J. Thompson, switchman, and A. N. Parsley, switchmen, Lincoln Street:

"My attention has recently been called to your alertness in stopping a run-away engine off the ready track at Lincoln Street.

"There is no way by which the value of your service can be measured in that particular instance. We have all reason to believe, however, that the destruction of Company's property and damage prevented by you is great if considered only in the least. Furthermore, your demonstration of loyalty and alertness above all, is commendable in the highest degree and I, therefore, desire to extend to you my appreciation by this letter of commendation."

CHICAGO, ILL., March 2, 1922.

MR. JOE AQUINO, Section Foreman, Chicago Ridge, Ill.

Dear Sir—I am much pleased to know that on January 30, you notified the crew on Indiana Harbor Belt, extra east, engine 255, of a brake beam dragging on one of the cars in the train.

General Superintendent J. W. Smith, of the Indiana Harbor Belt, has expressed his appreciation of your diligence and prompt action in the case.

We are always pleased to know that our foremen are doing what is necessary to promote the interests of the Company.

Yours truly,
(Signed) G. P. PALMER,

Engineer Maintenance and Construction

On February 10, at 11 a. m., Section Foreman E. F. Cuddigan noticed a brake beam dragging when C. M. & St. P. Extra 688 was passing; he flagged the train and averted a possible accident.

Ohio Division

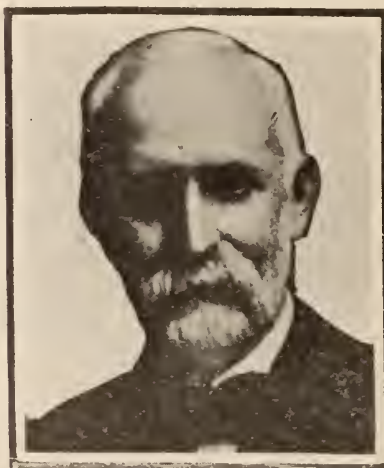
On February 27, after extra 2247 west passed Scioto Furnace, Ohio, T. J. Lewis, section foreman, noticed marks on rail, indicating broken flange. He reported this to operator at Bloom Junction, who notified conductor of this train at Gepharts, Ohio, where they were in siding to meet No. 54. Conductor examined train and found about twelve inches broken out of flange. Car was set off and undoubtedly accident averted by Mr. Lewis' watchfulness. He has been commended.

Toledo Division

While extra 4301 north, on the morning of February 15, was going into Piqua Crossing, slowing down for the block at that point, Flagman J. A. Stoll, looking his train over from the rear platform, noticed a tank of oil ahead of the caboose somewhat out of line and immediately called Conductor Charles Galvin's attention to it. Galvin got over on the car at once, found a broken arch bar, applied air and stopped his train. He notified his engineer to pull down very slowly, in order to get car into clear if possible. The finding of this broken arch bar south of the switches and interlocking plant over the Penna. Lines crossing at Piqua Crossing, averted a bad derailment and loss from heavy damages to equipment and track as well as the possible blocking of traffic over both lines.

Webb C. Ball Was Best Known Time Inspector in the United States

MR. Webb C. Ball died on March 7 at his home in Cleveland, Ohio at the age of seventy-five. He had charge of time inspection on The Baltimore and Ohio and many other lines, and was widely known throughout the United States



The late Webb C. Ball

Additional Honor Notes—Cumberland Division

Irregularities and defects observed by operators and corrected during February, 1922:

Date	Train	Engine	Operator	Location	Broken Rail	Wheels Sliding	Brake Rigging Down	Broken Flange	Hot Car Box	Broken Springhanger	Brakes Sticking	Car Door Open	Swinging Car Door	Totals
6	—	—	C. F. Helms	Hardman	1									
17	Ex. W.	7110	T. F. Wempe	West Keyser		1								
28	Ex. E.	4862	T. F. Wempe	West Keyser			1							
5	Ex. E.	4844	J. A. Smith	Terra Alta				x						
5	Ex. E.	4421	G. W. Kayler	Green Spring					x					
22	97	4416	G. W. Kayler	Green Spring			1							
4	—	—	A. C. Hardy	Little Cacapon	1									
21	—	—	A. C. Hardy	Okonoko			1							
22	—	—	A. C. Hardy	Okonoko	1									
25	—	—	A. C. Hardy	Okonoko	1									
11	Ex. E.	4425	W. A. Ditte	Orleans Road					x					
18	4	5217	P. E. Schroder	Hancock		1								
10	5	5218	H. R. Hood	Sleepy Creek						1				
16	Ex. W.	4406	J. L. Schroder	Martinsburg							1			
21	Ex. E.	4430	J. L. Schroder	Martinsburg		1								
23	Ex. W.	4408	J. L. Schroder	Martinsburg					1					
10	Ex. W.	4401	W. R. Meredith	Hobbs								1		
Totals...					4	3	2	2	2	1	1	1	1	17

x Indicates cars set off

among railroad officials and employees generally.

In 1911 he established the Webb C. Ball Company in Cleveland, and in August, 1918, he and others incorporated the Official Bureau of Railroad Time Service.

Mr. Ball was born on a farm in Knox County, Ohio, and started as an apprentice at \$1.00 per week. After ten years as a jeweler elsewhere, he established his business in Cleveland, where he remained until his death.

In 1879 he married Miss Florence I. Young, of Kenton, Ohio. Besides his widow, he leaves three daughters and a son.

He was a charter member of the Cleveland Chamber of Commerce.

Mr. Ball was possessed of a pleasing personality, which made him many friends, all of whom will regret his passing.

Fairmont Veterans Hold Oyster Supper

By Mrs. Harry Fleming

A FINE oyster supper, followed by an informal program of various stunts, including music and oratory, was a big feature of the February meeting of the Veterans' Association of Fairmont.

The supper was served at 6.30 o'clock. There were about one hundred seated at the tables. Large bowls of sweet peas were used as decorations.

Following the supper came the business meeting of the organization, after which the evening's entertainment began. Grand Vice President and Mrs. Garvey were the honored guests. Other out of town visitors included Mr. and Mrs. George E. Stewart, of Grafton, and Trainmaster and Mrs. Ernest Bartlett. The business meeting was presided over by J. F. Shafferman, president of the local association.

Short speeches were made by Mr. Garvey; Mr. L. D. Snider, chief of police of Fairmont; and "Tom" Shields, of Grafton, who represented the penny profit store proposition.

Louise, daughter of Mr. and Mrs. Harry Fletcher, played a violin solo, accompanied by Naomi Heffner, pianist. There were also piano duets by Mrs. Warden Tutt and her daughter, Dorothy.

The supper was in charge of Mrs. George Swisher, vice president of the Ladies' Auxiliary, assisted by Mrs. Harry Fleming, Mrs. J. H. Downey, Mrs. Jessie Nuzum, Mrs. Harry Fletcher, Mrs. Frank Grimes, Mrs. Walter Wrick, and a number of other ladies, to whom much credit is due.

The thanks of the Association and of the Auxiliary are extended to the Kelly Music Stores for the use of a victrola, and to Webber's for the floral contribution.

Every monthly meeting of the Veterans and their wives seems to bring forth some new means of entertainment. We are forging ahead in our work and we are going to accomplish great things in the near future. Watch us grow.



Among Ourselves

Baltimore and Ohio and Baltimore and Ohio Annex Buildings

Law Department

Correspondent, GEORGE W. HAULENBECK

The Death of Mr. Bond

The death of our General Counsel, Mr. Hugh Lennox Bond, Jr., occurring on the eleventh of April, enveloped the department in melancholy and sadness. Mr. Bond's office door was ever ajar to any of the clerks who wished to consult him. He was one of the few officials with whom I have come in contact who was never disturbed by an interruption when giving dictation and could resume without any effort at the very point where the dictation was delayed.

The day I was seventy, I told Mr. Bond I did not wish to be pensioned and he responded, "Haulenbeck, as long as you are able to sit up you will not be disturbed and when you cannot sit up, you will ask for retirement."

John K. Cowen died April 25, 1904; Judge Cross on May 2, 1906, and now our Mr. Bond on April eleventh. Three grand good men.

The Death of Clinton Swearer

Clinton Swearer, Secretary to H. R. Preston, general solicitor, dropped dead on April 12, 1922. Mr. Swearer joined the Law Department forces July 13, 1903. He was a competent stenographer and a faithful and efficient employe.

David A. J. Peck

Years ago, when the custom prevailed of paying Baltimore and Ohio employes from the pay car, even in Baltimore City, David A. J. Peck served in the capacity of paymaster. He was very popular. Gloom and ennui did not enter into his composition. His smile was contagious and his popularity extended everywhere. Besides, he was a most efficient officer of the Company. He died on November 13, 1921, after forty years of faithful service.

When Major Peck was pensioned, Vice President Thompson wrote him a personal letter, expressing appreciation of his long and faithful service. Mr. Thompson added that though he was retired, he would be considered an employe of the railroad company, sharing with the management in the success and prosperity of the railroad that he had helped to bring about. This letter is highly prized by the family.

James A. C. Bond

Judge James A. C. Bond, who, with his partner, Mr. Francis Neal Parke, represents the Baltimore and Ohio Railroad in legal matters, principally in Westminster, Maryland, is always a welcome visitor in the Law Department. Indeed Judge Bond and Mr. Parke are both welcome, but it is to the senior counsel that I refer now.

He has served the Company as counsel in seven counties in Maryland for forty nine years, and the record of his firm is at the top notch. If any one in the office here should happen to strike a temperamental streak, the presence of Judge Bond with his perennial smile, dispels it immediately. The point I wish to dwell on is his length of service as Counsel. Forty-nine years is a period to be proud of.

Fort E. Wilson

Then there is another veteran of whom I would speak, a man who served the Company for a good many years and who was pensioned with a perfect record. He was 73 years of age on March 19. I refer to my friend, Fort E. Wilson.

Clarence W. Egan

Before my space is exhausted, I wish to remark that the General Claim Agent's Office on the sixth floor, presided over by C. W. Egan and his assistants, Charles C. Peery and H. L. Stires, does a lot of valuable work for the Company and it is all accomplished without ostentation. They make no vain display, but proceed to settle cases that would be troublesome, vexatious and costly. The General Claim Agent's Office is a part of the Law Department, and its work is appreciated.

Helping Mother

"Because a young lady is easily swept off her feet is no reason why she shouldn't help Mother around the house."

At Seventy

"Many a man stays young at seventy, laughing at the old folks of twenty."

The Ladies

We have a lot of real bright girls in our service, here in this big building and in our annex. During the Income Tax campaign in March I met ever so many of them. I noted their manner of signing and their conduct generally; but there was one—now listen—one that possessed several good qualifications. She was modest and refined, and I was much pleased.

All of the young ladies executed their papers with a full degree of intelligence,

but this young lady to whom I refer was among the best. I decline to give her name. She resides in Baltimore County and uses a trolley every day, and I am pained to observe that she does not always possess a seat.

Engineering Department

Correspondent, OSWALD K. EDEN

Charles Milton Fleagle

(Died of double pneumonia, February 26, 1922.)

Charles Milton Fleagle was born in Baltimore on October 10, 1889. He received his early education at the public schools. On April 1, 1908, he entered the employ of the Company as blue-printer. He held that position for a little over a year, when in October, 1909, he was made file clerk of the drafting room, which position he held until his untimely death on February 26.

"Jits," as he was called by his friends—and he had a host of them—was an ideal man for the position he held. Of a genial, unselfish disposition, and with an ability to keep calm in the performance of his duty when all around him were excited, he was known as an unusually efficient and pleasant employe throughout the building.

In 1920 his wife, who was formerly Miss Gretta McGinnis, died. After her death he lived with her parents. It was at their home he was taken ill and died.

At his funeral there was gathered a large number of his friends, business associates and relatives, who had come to pay the last homage they could. The funeral service was held at his home, interment at Mt. Olivet Cemetery. The pallbearers were all co-workers of his from the Office of Office Engineer. Our heartfelt sympathies are extended to his relatives in their latest bereavement.

Baseball has monopolized the spotlight now. We hope to be represented by a stronger aggregation than last year as we will have had a year's experience. W. C. Towson has been elected manager. (If he can keep a Ford running in good shape, he ought to be able to put some pep into the team!) J. V. Bromwell is handling the kale as before. Let's go, fellows! Batter up.



The late Charles Milton Fleagle

The question of daylight saving was quite a lively one, arousing some very good arguments amongst the crowd, both pro and con. A straw vote was taken and practically everyone was in favor of the idea. Just think of the pleasure one can get out of an extra hour in the summer.

Signs of Spring

J. E. S.—Digging up the garden.
H. C. H.—Driving his "car" to work.
G. C. H.—Reviewing last year's bungalow plans.
C. L. R.—Vending "hen fruit."
J. M. K.—Enameling the perambulator.
O. K. E.—"Wandering" with the Wanderlusters.
W. M. McC.—Smoking a new pipe.
J. V. B.—Dyeing his cow.
G. P. S.—"Saying it with flowers" to the office.
R. H. B.—Taking long rides in his "fliv."
W. W.—Showing violent signs of spring fever.
J. M. F.—Showing a renewed display of energy.
A. M. W.—Among the chickens.
H. R. T.—Re-outfitting his canoe.
W. O. T.—Shining up the "fliv."
H. B. B.—Walking to work.

It's wonderful the feeling we have when spring approaches each year. After a generally dismal winter we come to that time of the year which makes our blood tingle and we give thanks that we are alive and well. You can feel it everywhere. Everyone is planning this, that or the other thing. One will give the house the spring coat of paint. Another will get out his canoe or his tennis togs, or what-not, and brush them up for the coming season. I ask you, ain't it a grand an' glorious feeling when Spring comes?

Goggles have become quite the rage in our department. Even the correspondent wears them. He was ugly enough before, but now, ugh!

Some of you will be glad to hear that Ansell Freedberger, who left the cost engineer on March 1 to go to California, is progressing very well in his new endeavor. He is working as an assistant camera man. Some of the fellows got together and gave him a rousing send-off. Good luck and our best wishes go with you, Ansell.

Office of District Engineer Pittsburgh, Penna.

Correspondent, J. M. WHEALAN, *Field Accountant*

Owing to the pressure of work, our former correspondent, Miss M. M. Ward, was obliged to relinquish her position, and District Engineer Clarke has appointed me in her stead. If you have a joke about someone, or an item of interest, send it in. All contributions are thankfully received.

Besides seeing many things at the Convention of the American Association of Railway Engineers, held at Chicago, those of our department who went were treated to a spectacular fire, which, according to the newspapers, did \$10,000,000 worth of damage. Must have been some "bon-fire."

Married or single, it seems that one has trouble in keeping a decent place to live. We hope that a certain young man will not be disturbed by an impending change in his boarding-house life.

Mr. Barrett, who is in charge of the reconstruction of certain bridges at Elm Grove and Bellaire, reports excellent progress and is hustling in order to complete them as quickly as possible.

The debating room has been the scene of some learned discourses in the past few weeks. The topics cover a wide range, but so far, nobody has actually gotten possession of the dog. It really seems, however, that one must do something in order to forget the lack of heat.

Freight Claim Department

Correspondent, GEORGE DOBBIN

The Baltimore and Ohio Railroad has nothing to sell but SERVICE. The type of service necessary to satisfy the public and earn fair dividends must closely approach perfection. An error by a Baltimore and Ohio employe can easily mean the loss of human life or of the cash value of freight which fails to reach its destination within a reasonable time in as good condition as it was shipped. The officials can gauge the accuracy of all purely mechanical devices but it is up to us to eliminate the errors and losses chargeable to the "human element." This part of ourselves is more thoroughly described as the ability to make mistakes whether through negligence, carelessness or ignorance. Double entry bookkeeping, checking systems and all forms of verification, with their burden of expense, could be done away with if it were not for this factor. We make mistakes even though we try ever so hard to avoid them, but there are times when the "I-don't-care" spirit increases their number to a dangerous point. These are days of competition, not only between "common carriers" but their employes as well. The quality of our personal effort is collectively reflected in the degree of efficiency attained by the Baltimore and Ohio System as a whole, and errors of any sort are always more or less costly. Therefore; let us remember that a business enterprise is concerned largely with one objective, and that is net profit. Our chances for promotion are greater or less in proportion to the amount our work as individuals causes to be placed on the debit or credit side of the ledger. Apart from the selfish view-point, it is our duty to work each day with nothing less than perfection as a goal. Think it over. The Baltimore and Ohio helps you; will you help Our Road in its effort to render PERFECT SERVICE?

One of the popular indoor sports among our young ladies is sitting through three performances at the Century, awaiting Viola Dana in person. Look out girls, or Hollywood will get you!

Our congratulations to Chew, the newly appointed semi-official valet-in-waiting to the ladies.

Ruben has been heard enumerating "Her" good qualities. We now know that she can bake nice pound cake!

Can it be that a new romance is budding? You tell us, Chlan.

We were generally represented at the Hotel Belvedere on March 3, at an informal gathering in the interests of "The College Hero" staged under auspices of Boumi Temple.

Our own Smith of the mezzanine floor is wishing that rents would come down. Boy, you sure have got plenty of company.

Our sincere sympathy to A. P. Shipferling, O. S. & D. Division, on the recent sad loss of his brother.

We are just as up-to-date as tomorrow when it comes to bobbed hair. The girls sure do have all the luck in the advantages to be derived from variety.

These are indeed doleful times; not a wedding, no, not even an engagement to keep step with the old spring-time tradition.

Of course it is none of our business, George G.—but that is *some more* hat you annexed.

Our friend Duval, recently of the Mail Division, is thinking of dropping his regular reducing exercises since joining the O. S. & D. Division.

Abe, it's been a long while since we were favored with news of the Lansdowne Fire Department. Open up!

Just as all honest bootleggers are about to combine and raise their prices, and the "down with tobacco, baseball, movies" boys are going strong, the heretofore innocent frying pan gets a slam! Oh! sweet visions of "ham and —," has it come to this at last?

Our deepest sympathy to H. F. Dixon of the O. S. & D. Division on the loss of his beloved mother on March 6. There should be comfort in the knowledge that no matter how wonderfully we take care of our loved ones, they inevitably go to a Better Place.

We hear that our own "Skinny" Keene received his clothes from the laundry and was surprised to find his night shirt neatly folded but not washed. Further investigation disclosed a polite notice to the effect that "We do not wash tents."

We are glad to have Miss Keiner with us after the ordeal of a severe illness. It is to be remembered that "it's hard to keep the good 'uns down" and we want to see that smile that won't come off.

With the intention of supplying the popular demand, our own Jazz Band, composed of Messrs. Horn, Duval, Koenig, Koerner, Chlan and Gnau, provided an Easter Monday Dance at Schanze's Hall. The boys are all there with the live wire organizing spirit and the appreciation of this department was well expressed by a very large attendance.

Freight Tariff Bureau

Correspondents,

F. W. RUPPERT, C. A. WAGNER

We extend our sympathy to G. B. Hoyt, who, with his wife, was struck by an automobile while going to the Lyric Theatre on March 16.

We are sorry to say that Mrs. Hoyt is in a serious condition although Mr. Hoyt was almost unhurt, save for a little jarring.

They have our sincere wishes for a speedy recovery.

Tariff Division

Can any pen, can any tongue

Of all this crowd, so old, so young,
Tell of the times, rehearse the fun
Of this TARIFF DIVISION?

There's Levi, Lew, Westminster Mike,
Bausey, Ed, and more of that type,
Lem, Gus, Peg-leg, John and Jap,
And Irish Frank, who has a good map.

"Al" Nibbs, George R. and Square Head
"B,"

Make a cracking old team with Bobby
"G."

Cabby, Higgs, Heinz and me
Are on a strike with "G" and "B."

Alas, that strikes shall cause such woe
As here we sat not long ago,
Fair one our old Unconscious Oats,
Sat on Moo-ee and got his goat.

Abe Martin quick to the rescue flew,
The healing balm—a bottle of glue,
Told by Eich t'was all unglossed
In the drama "Loved and Lost."

Desperate Desmond as Silas sleeps,
Across the footlights slowly creeps,
He makes a hit—to our surprise
There is no sleep about his eyes.

The Gumps as well are with us too,
Our Widow Zanders, who says she'll do,
There's Chester, too, and Uncle Bim
Though we regret we have no Min.

Time and time again, you'll hear
That old, old song, "We want good Beer"
Or "It hurts me more than it does you"
But this as quick will disappear.

For excitement Rex is in the lead
Who at times is hard to please;
Huckleberry walks in reflected sheen,
Among the groves that intervene.

We have no need for any clock,
For there is our own faithful, Doc,
Who watches old Ben with timely grace
And Father Time who keeps the pace.

There's G. B. H., our grand old man,
Gen. L. does a cadence with the band,
But 'tis quite hard to find at all
Any as good as we recall.

'Round the room now and agin
Some verses just fresh from the pen,
Whether Bunny or Swede 'tis hard to
decide
They're both so modest when once out-
side.

All that goes on—not a whit escapes
Troubles and talks, works and scrapes,
When Jerry yells, when Huey looks
When Buck hums aloud or drops his
books.

When Charlie sleeps, Press wiggles his ears,
Across the room, they laugh to tears,
They see it all, through the hole they made
Through the green celluloid they call eye
shade.

Hurrah for the chief and his chief clerk,
To be thrilled with pleasure makes light
work,

Three cheers for them; men whose hearts
Give to each and all a good start.

Relief Department The Death of Miss Costello

Anna Mercedes Costello, daughter of William F. Costello of the Relief Department, died on March 26, 1922, having been ill only one week.

Her funeral took place on March 29, from Corpus Christi Church, Baltimore. Interment was at Bonnie Brae Cemetery. Miss Costello was a girl of peculiarly pleasant and lovable temperament and her absence will be mourned by a large circle of friends. She was in every sense a "home" girl and her mother's helper and companion. The two were inseparable until this bereavement deprived the mother of one whom she loved so devotedly. The sympathy of the Relief Department and others by whom she was known, is extended to the sorrowing parents.

Relief Department

Correspondent, H. IRVING MARTIN

"Bob" Graham reports that "Lady Betty," who came to him like a wonderful gift at Christmastide, is getting more interesting every day. A little queen of hearts. On the ice-man's scales she'll soon weigh about forty-two pounds. If she ever gets to be as big and husky as her dad, she sure will be some child. Here's hoping for all good luck to the little lady.

Years ago, some writer chap, a graduate of the University of Matrimony, wrote a notable book: "How to be Happy though Married." Ever since there have been venturesome persons who have been testing out our theories.

Our latest candidates for matriculation, seekers for knowledge at this university, report from their branch college on Harford Avenue, Baltimore, that all is well. The

male has not yet asked, or needed to ask, for some of the cake like mother used to make.

The "Shakes" have signed the petition for "Daylight Saving" and are getting ready to spade up the worms and tickle the ground with a hoe. Yet but a few weeks ago, after removing two thousand, or less, cubic yards of snow, they declared that the life of a locomotive fireman had no charms for them and that never again would they clasp the handle of a shovel with a friendly grip. See what a few days of spring have brought forth!

The time of the swinging of the bats has come; the voice of the rooter is heard in the land.

The football has been tucked under the bed, the Victor records are locked in the cabinet in the sub-cellar, the key is under the door-mat.

Sis Boom! Rah! Hully Gee!
Rah! R. D.! R. D.! R. D-EEE!

What's it all about? Why, the Relief Department team has wakened from its winter sleep and has taken its place in the Welfare Department, Baltimore and Ohio League.

"Joe" and "George" and "Web" and "Bill" have dug out the score-cards of 1913, or thereabouts, and Johnny Brooks has a list of players as long as your arm. There's something to be doing and mighty soon. What's the matter with getting Oriole Park 'til Jack Dunn comes home?

All of our "Babe" Ruths, "Ty" Cobbs, "Tris" Speakers, etc., are massaging their winter-stiffened muscles and ironing out their glass arms.

"Bob" Owens says he can "tee" the first ball for a home-run to start the game.

"Ataboy!" we are with you. May you average .888 or better.

Transportation Department Correspondent, LUKE BURNS

That Spring arrived in the Transportation Department is unquestioned. A crop of poets has sprung up, some of whose fruits have already appeared in the MAGAZINE. Other varieties will no doubt continue to appear. Herewith consigned to your tender mercy, Mr. Editor, is an ode to Spring herself and another written by a Spring Fever Romeo. Possibly after passing through the Editorial Purgatory their worst stains and blemishes can be removed and their souls at least remain to enjoy the blessed light in the MAGAZINE.

Spring

By Lewis Rosenthal

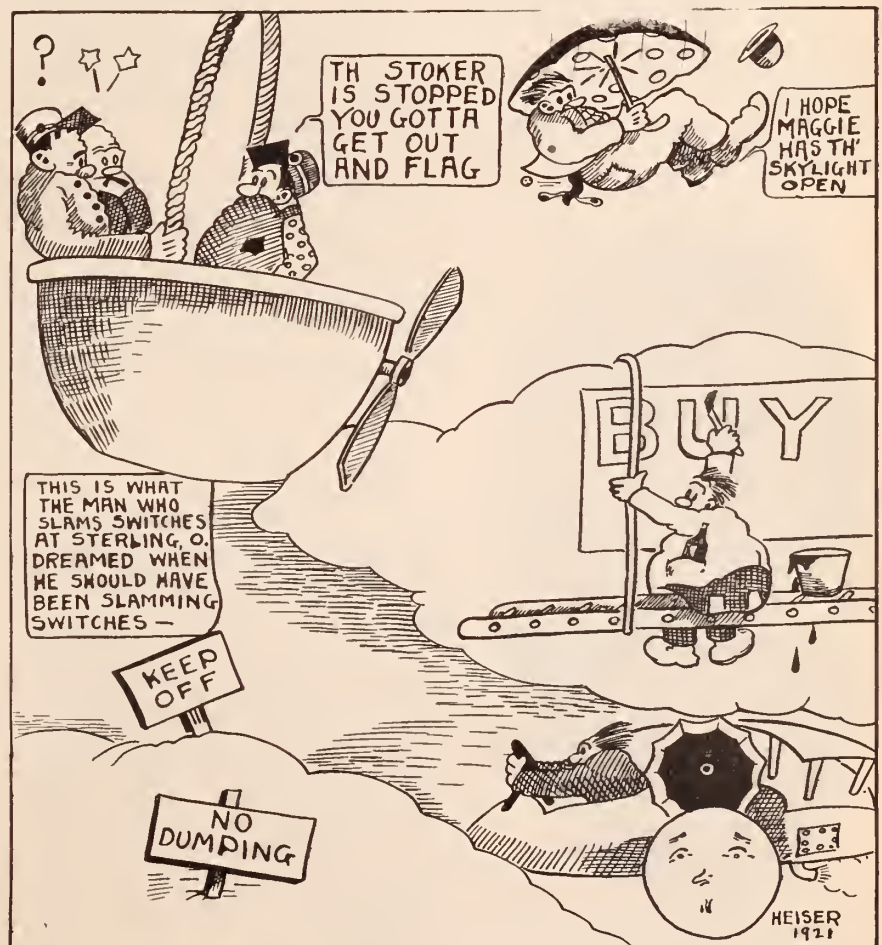
Ex-Clerk, Mine Rating Bureau

The birds twitter merrily in the trees,
The streams flow peacefully by,
The saplings bend 'neath the gentle breeze,
The sun shines down from on high;
The fields are covered with green,
The flowers burst into bloom,
The heavens are calm and serene,
'Tis a perfect spring afternoon!

Spring Fever

By "Romeo" Brooks

The birds are singing happily,
The sun is shining warm,
The teams are playing snappily,
And getting into form.
The flow'rs are peeping shyly,
The brook now sings its song,
The sun in heaven sails highly,
All this, as Spring comes along.
The girls are getting quite giddy,
They flirt with me all the day long,
So don't be surprised if this ditty
Turns lightly into a song.



I walked down the street this morning,
Just after the break of day,
The autos were all a-horning
For me to get out o' th' way.
But I was too slow for the auto
And the man had no time to wait
So soon I'll be playing lotto
With St. Peter up at the Gate.
But while that brooklet is flowing.
Time goes, and poems must stop—
The front lawn now needs a mowing,
And the front parlor floor needs a mop.

Valuation Department

Correspondent, G. B. SAUMENIG,
Accountant

We have back with us our friend, Pryor, who had been confined to his home for past month on account of severe illness. We regard him as our human encyclopedia. Any question, local or foreign, can be answered by G. H., Jr., at a moment's notice.

Detroit has another citizen. B. P. Wheatley, formerly with our cost engineer, has accepted a position with the United States Government, with headquarters in the "City of Straits." "Ben" was a prince of a chap with a fine cheerful disposition and a desire to be a friend to all. He was a heartbreaker, and our girls will certainly miss him. Our loss is the Government's gain.

Assistant File Clerk Terrier has been at the University Hospital for some weeks on account of an operation for appendicitis. We hope for his early recovery.

Our financiers and wealthy stock brokers had a difficult task figuring their income tax. Plenty of excitement on the last day. One of our boys went so far as to make a deduction for war tax on a package of toothpaste purchased early in 1921.

Smythe continues to be a star at duckpins. When it comes to rolling above 100, he must be considered.

A number of the fair sex from our office served as waitresses at the American Legion Dance, which was held at the Fifth Regi-

ment Armory, on February 22. We can boast of quality as well as of quantity.

"BUMPITIS"—a disease worse than the "flu" or "black fever" has made its appearance. Such symptoms as worried and troubled expression, excited trips to the bulletin board, secret conversations back of file cases, and, finally an exultant grin. The disease is contagious and spreads rapidly. It is prevalent in both sexes and all nationalities. It must be said in favor of the Irish that their sturdy constitutions often make them repel the germ. Look out for the "bumpitis."

It is impossible to give a list of changes in our office this month. They come and go so quickly that it is a case of "Off again, On again, Gone Again—Finnegan."

The most astounding piece of news has leaked out. It can hardly be believed, yet it is true. Pilot Engineer Taylor, better known among his associates as "Adam," "Buck" and "Bonehead," has finally admitted his decision to get married. Some time ago, when Chief Draftsman Coles took to himself a wife, we were surprised, but now we are dumfounded. I wonder if it is the result of a wager. Wonders never cease and it clearly shows that two hearts can beat as one—even if she is far away in New England. This is advance information, but it is authentic.

We regret the illness of the mother of Miss Ritter and hope she will soon recover.

A. H. Talbott, cost engineer's force, is now associated with the Timber Preservation Office at Mt. Royal Station. We can say that while we knew him, he refused to worry or to be pessimistic. These qualities go a long way towards success.

Valuation Accounting Department

Correspondent, ROBERT FRASER

Sourkraut, Sourkraut, Raw, Raw, Raw!
Draw-off Charges, Zizz, Boom, Baw!
Valuation Accountants,
Yaw, Yaw, Yaw!

Our Boss flirts nightly with Mary Garden over the Radio-phone, and is rocked gently to sleep by the song birds of the Metropolitan Opera.

Barker had a love fest last week in Chicago with his old friends Hinkey Dink and Bathhouse John.

Emmett slid into Cincinnati to open the spring training for the "Reds" and other things.

Since Perry came to town, unhappy he has been,
Because he left behind in Chi his one and only queen.
He says the girls in Maryland are so very, very cold,
In fact the isolation is making him look old.
Now won't some one have pity and fix him up a date
And find a girl for him before it gets too late?

"Jimmie" Connor's twins knocked him out in the seventh round, and he is now recuperating from too strong a "grippe."

Since Chaney's operation he has a brand new sneller and can detect a home brew still three miles away. What a help to Volstead he would be.

Miller is waiting for the Bonus so that "U. Sam" will bring him an umbrella and a box of blocks.

Why pay rent; it's cheaper to move, Fraser says.



Mooley and Dodd, Valuation Department

Hansen and Bullen each purchased a ring and presented the same to a dear little thing. When asked what it implied, they laughed and replied: "Wedding bells will soon ting-a-ling, ting-a-ling." (Apologies to Walt Mason).

Why are Sanders and Pentz like the Siamese twins? Because they can't be separated.

Keep smiling (like Ralston) and let your conscience be your guide.

And now, like the old lady who had sat and listened to the parson preach a lengthy and dry sermon of about two hours in length, and who stood up in her seat when the preacher said, "And now what more can I say" and shouted, "Say Amen and sit down." And he sat down. We'll do like wise until our next.

Afterthought

Early to start the day,
Late to leave,
According to Mr. Barker's say,
Much we will achieve.

Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

Coming down the home stretch, with only one more round to go, the standing of teams in the office bowling league including games of March 21 is:

	Won		Lost		
Pull Men	39	21	650		
Royal Blues	36	24	600		
Head Lights	36	24	600		
Bumpers	25	35	417		
Wrecking Crew	24	36	400		
Tail Lights	20	40	333		

A neat race and any one of the first three can grab the bacon! (Can almost hear the rattle of the knife and fork league.)

Pritchard was in fine form on the night of February 21, getting a total of 343 for the three games, which is the season's record. Royal Blues also hung up a new three game record by spilling 1407 pins.

Atwell shattered the wood for a 127 count on the night of February 28, setting a new season's record for one game. Tail Lights sprung a big surprise by taking three in a row. Pull Men had their winning streak broken after having won eleven straight.

Pritchard again stepped out into the lime-light, on the night of March 14, and mowed 'em down for a 133 count.



Mrs. Joseph Josephs, bride of Printing Department Compositor Josephs

A rather pleasant afternoon was spent by several gentlemen of the office, at a private oyster feast, held at the home of Jerry Johnson, on the afternoon of March 4. It was the original intention to go to a shore on Bear Creek, but the day being a typical "Inauguration Day," with plenty of rain, the party was switched to Jerry's. Oyster stew, fritters, raw, cocktail, etc. Special mention is made of the fact that "Chef" Shakespeare sure did himself proud, he preparing the best fritters it has been our pleasure to devour. "Phil" Williams got stalled on a pan-sized fritter. Jerry was bandmaster and kept things going pretty lively with the old Vic. O. R. Lutz is a bear when it comes to eating 'em raw.

Limerick No. 13

A dashing bootlegger named Gartrell,
Out Irvington way did he dwell;
In his cellar he dug,
And found a quart jug,

For the best "bob tail" is offered one (1)
"Pride of the Sewer" cigar. "Joe" Heine
is acting as judge. (We bet Heine got ne'er
a smell).—Censor.

Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

"Good morning! My tid's a lovely day—
But I say, aren't you glad you're alive?"
Thus spoke the Mother Goose Lady to us
recently and everybody smiled to the tune
of her modern philosophy.

"Twas to smile, too, oh how sweet a half
dozen of our young ladies looked on the occa-
sion of the American Legion Ball, February
22 at the Fifth Regiment Armory, where
they assisted the Baltimore and Ohio Post
in various capacities (the Misses Derwart,
Kerns, Teders, Kriewald, Jones and Pes-
sagno).

Recent arrivals in the homes of Ross Tarr
and John Hornick. Congratulations!

Weddings—Miss Eva Phelps, Local Set-
tlement, to Hiram Soper, on December 18,
at Elk Ridge, Md., by the Rev. John T.
Norton. Miss Katherine Blaney to Millard
Jenkins, Revision Department, February
22, at Ellicott City, by the Rev. J. C. Null.

Miss Lillian Worthington was accorded a
linen shower on the evening of March
2, by the folks of the Statistical Bureau.
They say that George is his first name.

Our sympathies go out to fellow clerks
C. H. Benson on the death of his sister; C.
Karfing on the death of his mother; Miss
Helen Walter on the death of her parents;
Miss Gladys Schultz on the death of her
father.

G. F. Creswell, head clerk, Interline Divi-
sion, has rounded a quarter of a century in
the company's service. Good boy, Gawj,
"old top."

They say there's a beaten track between
two homes along the line of road between
St. Denis, where he lives, and Relay,
where she lives. Now all hands smile the
Johnny smile!

Spring time is coming strong on its way
with that fellow named Romance; some
think of the seashore, others of the moun-
tains while N. & J. quietly hie themselves
to the folks down the "Vale of Shenando!"

Then again we find notes left behind by
the love lorn in our records, about not
living long, suffering, etc., joining the army
and going to way far off China. Willie,
have a care that you don't leave your mis-
sives around so promiscuously in the future.

Fruit and cigars were recently sent to our
sunbeam "Bill" Straughn who has been

under the weather for some time. Here's
hoping he's back in harness soon.

By the bye, drop a card or word of cheer
to our fellow clerk, Eddie Cronin, of the
Revision Department. He's at the Sani-
torium at Sabillasville and it's reasonable
to assume he will be pleased to receive a
postal shower.

Eastern Lines

Pier 22, North River, N. Y.

Correspondent, JOHN NEWMAN

Frances Miller, Collector "Mike" Muel-
ler's stenographer, has resigned to accept
a position as housekeeper, etc. to her hus-
band. That is woman's proper place, ac-
cording to an authority that no longer has
authority, the ex-kaizer, who promulgated
the Three-K ordinance for women: "Kirche,
Kueche, Kinder." Let this be your guide,
and our best wishes follow you, Frances.

Resignations are not so much the order
of the day now as they were not so long ago.
"Unemployment" is the spectre that,
wagging a bony finger at us, counsels us,
and keeps each cobbler sticking to his last.

In 1917 the overturn of employees at this
Terminal was 473 resignations in the force
of about 150 clerks; over 300 per cent. In
1921 we had 45 resignations from the
clerical force; in 1922—Frances Miller. A
commentary on how *tempora mutantur*.

Another St. Patrick's Day party was held
in the freight office at Pier 22, N. R.,
between noon and 1 o'clock p. m. By pre-
arrangement some of the lady-clerks with
Irish names brought with them that day—
in addition to the usual little "without-
which-nix" dittyboxes containing artists
materials—huge packages of lunch. The
hors-d'oeuvre, or what do you call it, con-
sisted of one big bowl of—pigs' knuckles.
Green tissue paper covered the desk and the
emerald color was much displayed as a deco-
ration. And the fun was boisterous and the
party-cipants happy (and the onlookers
envious).

FOUND: A one-piece bathing costume
secreted in an unused desk. It was a 48 inch
waist. Owner will present claim to Agent
J. Bayer. A try-on will be required and
perfect fit will be sufficient to establish owner-
ship. (See "Cinderella" for precedent.)
This find recalls to mind the Asbury Park
special officer who had instructions to allow
no "one-piece-suits" on the beach. Observ-
ing a chicken, disporting herself in the sand
arrayed in one of the tabooed garments, he
stalked up to her and sternly commanded
her to "take it off."

Miss Malick reports herself engaged—
again. In announcing the interesting fact,
she stabs you in the retina with the rays
from a two-carat diamond. She says it is a
diamond. We don't know. We never saw
one at such close range before, and can't tell
crystallize i carbon from fused flint anyhow,
but we believe her—again. Let's see, how
many times does this make it now, Hattie?
Please don't become as addict.

T. C. A. (title) C. E. F. (name) is a great
"kiddier." In his lighter moods he loves to
"get a rise" out of some one. The other day
he went to T. T. (title) J. N. (name) and
asked apparently seriously: "How do you
make a Maltese cross?" The victim cor-
respondingly and obligingly proceeded with
compass and rule and great mathematical
exactness to draw the figure according to
Euclides Elementa. When he was ready
with the Q. E. D. the T. C. A.-C. E. F.
acknowledged it to be a Maltese cross, but
added that a simpler way to do it was to
"pull his tail." The joker is a big man and
the victim a much smaller fellow; therefore
they are still both alive.

Superintendent E. J. Hamner of the New
York Division, although not of Irish descent
or adaption, selected the 17th of March as
the day upon which to make his debut on
this earth.

To commemorate the passage of another
mile-stone along his successful pathway
through the intricacies of the Railroad
labyrinth, and to express their appreciation
of his efficient supervision, a party of friends
called unexpectedly on the evening of St.
Patrick's day at his residence, carrying with
them all the requirements for a jolly even-
ing: feed, from soup to nuts; music for
those who danced and, best of all, a spirit
of good will and well wishes for the future,
and many happy returns of the day "with-
out any added years," as E. J. H. expressed
it.

A delightful evening was enjoyed by all,
one of the surprises and delights of the
evening being the striking rendition of old
time songs by the talented and popular wife
of our division operator.

The spirit of good cheer, well wishes and
friendship entertained by the assembled
guests was very appropriately expressed at
the hour of parting in a few "short"
remarks from our veteran trainmaster.

"Tom" Kavanaugh, former correspon-
dent of the MAGAZINE for Pier 22, and a
good friend of the writer, dropped in at the
MAGAZINE Office in Baltimore during the
third week of March. "Tom" looked,
acted and talked prosperity and suggested
in an off-hand way that he might run down



to Baltimore again within the next couple of weeks, to spend a few days with some of his friends who own stables that at this writing are quartered at the Bowie track. If success begets success, as we are supposed to believe, "Tom" may add an inch or two to his girth while in Maryland, and incidentally fatten his bank roll at the expense of some of the natives. Ed.

Staten Island Lines

Correspondent, G. J. Goolic

The employees of the Staten Island Lines extend their heartfelt sympathy to the families of following late employees: Engineer William Darnell, who died at his home on February 6; M. of W. Carpenter Michael Dougherty, who died at his home on February 23.

John A. Goodski, clerk to trainmaster, was promoted to position of stenographer, Superintendent's Office, vice Miss Irene McCarthy, resigned. Edward L. Meloy was promoted to stenographer and clerk, Trainmaster's Office, vice John A. Goodski, promoted.

The accompanying picture is of Joseph Morris, Jr., grandson of Joseph Morris, electrician, Maintenance of Way Department. Joseph was four months old when he posed for this picture.

Stationmaster William Patrick Slattery, St. George, is receiving congratulations from many of his friends on the arrival of a baby boy on March 20. "Bill" promised that he is going to bring up William P. Jr., to be a stationmaster.

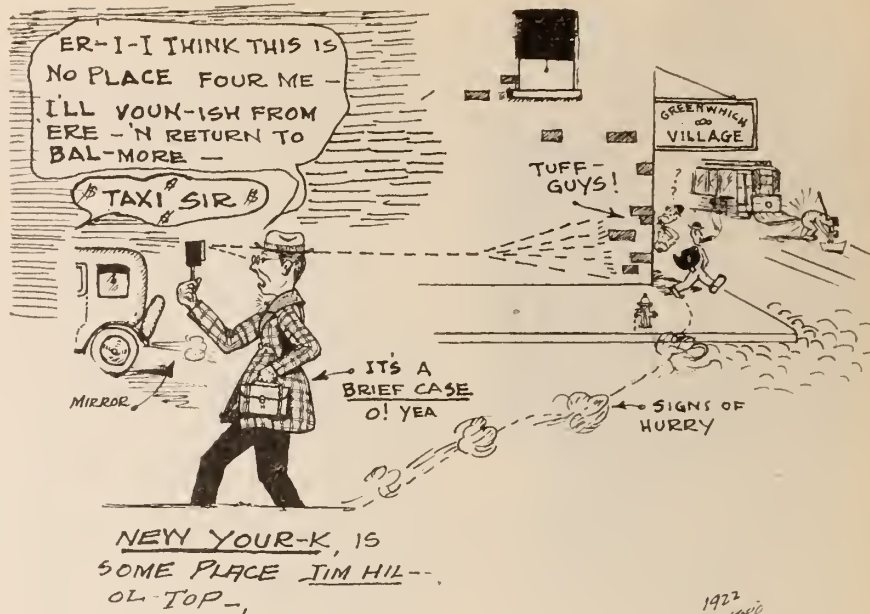
NOTE: Here's an item that the correspondent, for some reason or other, overlooked. Never mind, G. J. G., news travels, and Chief Clerk W. J. Vidler helped us out. Thanks, Mr. Vidler—Ed.

We are pleased to announce the marriage of George J. Goolic, assistant chief clerk, Maintenance of Way Department, to Miss Madelyn Cannon of Fort Wadsworth.

This happy event was solemnized at the Church of St. Mary's, at Rosebank, Staten Island, on February 28 at 5.30 p. m. This ceremony was witnessed by many of the



Jolly Joseph Junior is the little son of Electrician Joseph Morris, Staten Island



office staff who were present to give the bride and bride-groom a good send-off. The honeymoon was spent at Niagara Falls.

Mr. Goolic has been associated with the Maintenance of Way Department of the Staten Island Rapid Transit Railway for several years, starting in the capacity of material clerk in Supervisor's Office. "George" (as he is known by his fellow employees) has been a hard worker for the social events connected with the S. I. R. T. and has for some time held the office of recording secretary of the Employees' Mutual Benefit Association, which is now in flourishing condition, largely through his efforts. He was also secretary of the Staten Island Railroad Club for quite some time. When he took over these duties, the club was in a hole, but by his exertions he put it on a sound basis.

We all wish Mr. and Mrs. Goolic happiness and prosperity, and we hope that the Baltimore and Ohio will retain him for years to come.

Baltimore Terminal Division

Master Mechanic's Office, Riverside

Correspondent, MARTHA V. FOX

Many changes have been made in the personnel of the force in the Master Mechanic's Office at Riverside. One of the most important changes is that in the position of chief clerk. E. J. McGuiness, formerly at Keyser, has been our chief clerk since November 16, 1921; we greatly appreciate "Mac's" good nature and efficiency.

After over a year's absence, Howard King is again among us, and those who know him will agree with us that "it is just great" to have Howard back with us, for he is possessed of never-failing good nature and humor.

After much bumping, we have somewhat settled down, and the "bumps" bumped into our midst Miss Florence Shipley, work report clerk, and Miss Eva Bichman, file clerk. We are glad to have two such pleasant young ladies with us, and hope they will not be "bumped" away.

Things We Would Like to See

Paul Purgitt answering telephones promptly.

Mr. Sigafosse late for work in the morning.

Messenger Burns with a clean face.

T. H. Clark idle.

Mr. McGuiness smiling while he works.

John Higdon not worried.

Miss Comra walking (instead of running) down the track in the morning.

First Villager: "Hello, Aaron. Hear you've got married. What kind of a match did you make?"

Second Villager: "Well, neighbor, I didn't do as well as I expected, but, to tell you the truth, I don't think she did either."

—Partners

Help! Help!

There is an old man named Henny,

Who is only one of many,
When confronted by thieves,

He rolls up his sleeves,
And won't let them get a penny.

But one dark night in December,

The date I just can't remember,
But the time it was ten,

He was grabbed by two men,
And he called each a dirty offender.

When they hit him he shouted, "Oh, my!"

"They are killing me," was his sigh,

Then they pulled their black jack

And gave him a crack,
And let him lie there to die.

Now Henny remembers the shock,

He runs like a fifteen day clock,

And if I am right,

I think from the fright,
His whole darn head is a block.



And He Moved Slowly Away—Like This



June Louise Fitzgibbons

The Ladies' Auxiliary of the Baltimore and Ohio Y. M. C. A. decided at their last monthly meeting to give a surprise party to one of their old and faithful members, Mrs. Crawford, widow of the late Engineer Chris. Hile, who was recently married. T. E. Ballew was appointed to see that Mr. Crawford was at home on that night. The committee reporting O. K., arrangements were made for the entire Ladies' Auxiliary and their husbands and gentlemen friends to be present on Thursday, March 2, at the residence of Mrs. Crawford, 1739 Covington Street. Mrs. "Jack" Stewart was sent on ahead to see that Mrs. Crawford was kept in the house. This having been accomplished, the entire committee and their companions, carrying baskets of salads, cakes, ham and other good eatables, invaded the home. T. E. Stacy and Walter Edwards brought up the rear guard carrying an immense freezer of Hendler's Ice Cream. To say that Mrs. Crawford was surprised is putting it mildly. There was some talk of taking off the wall paper to make a little more room for the thirty-eight people present. The collation was served in three relays. A very enjoyable evening was spent, and many expressed the wish that the other widows of the organization would soon succeed in getting the right man, so that a similar party could be given. Many pleasant years to Mr. and Mrs. Crawford.

Mt. Clare Shops

Correspondent, Miss M. S. ALBRECHT

Superintendent of Shops Office

Another addition to Mount Clare's cradle roll! Little June Louise, seven months old, is the daughter of D. E. Fitzgibbons, locomotive inspector, Mount Clare. June Louise surely looks happy, and we *know* it's because she is a Mount Clare baby!

Conversations often heard in this office.

"Hydrostatic test, 9-16-21. Get me?"

"Good-night! Why don't you answer that telephone once in a while!"

"Telephone, Mr. Serp!"

"Where's Stembler?"

"Marion, will you get me some carbon?"

"Miss Heinekamp, do you know where this file is?"

"This man wants to know where he stands on the list."

"Poulton, get me this service record."

"Arthur, will you get me some lunch at 12 o'clock?"

"Hankin, will you rule this for me? I can't make a straight line to save my neck!"

"Mr. Serp, do you think it will keep on raining?" Reply: "It'll be a wet summer t does!!"

"Have you sent in your Income Tax?"

Whenever you hear the song "Everybody Step," you can just bet your last dollar that Marion's shoulders and feet will be moving! This young man has acquired the art of dancing, and he does *some* stepping. We are told that he "steps" to Highlandtown at least two or three times a week! Watch-out, Marion, old top! This gay life will take the curl out of your hair!

If you see someone about one o'clock in the afternoon, figuring with pencil and paper, you can just *know* that he is not figuring income tax, or how much money he has, but that he has the "LIMERICK BUG." We are all infected with the limerick bug, and it's a dangerous one, too. There are two young men in the office who claim to have won \$110.00 between them, (in by-gone years) making out limericks, but we haven't seen any checks flying in as yet. However, we are still hopeful, and think we may have a celebrity in our midst yet.

By the time this MAGAZINE reaches you, we hope everybody at Mt. Clare will be over the Spring Fever and fairly well settled down again! All Mount Clare-ites get this disease as it flies in the windows, (when they are first opened for good in the Spring) along with the Pratt Street dust! Both of these elements are strong, but we soon forget the dust, and Spring Fever vanishes quickly. Here's hoping we all have a quick recovery!

Accounting Department

If you ever happen to be strolling down the hall of the main office building at Mt. Clare, anytime between 12 o'clock and 1 o'clock, during the lunch hour, don't be alarmed if you hear a lot of *noisy* noise. It's just the Accounting Office girls having lunch in the room upstairs! And say! You can just bet your life that Campbell's Soup gets lot of advertisement. If visitors arrive at this daily luncheon, and want to keep time to the band of soup-eaters, they chase around after a glass and a spoon, and if they can't find any, the Chemical Laboratory always comes to the rescue, always producing something that looks like a soup bowl, even if it isn't! So if you get hungry, and need a little bit of cheering, just let

these girls know, and they will give you heaps of laughs, and a bowl of that life-giving manna, "CAMPBELL'S SOUP!"

Ethel, I have been commissioned to find out the name of the gay Lochinvar who escorts you to the office each morning in a J. G. Brill, 80-passenger, 1922 model car. I am told that you seem to be very much interested in whatever the young man has to say. (Maybe you were still thinking about what he told you the other morning when you stubbed your little toe! Am I right, honey?)

Drawing Room

I have scouted around this office for scandal, gossip, or something interesting to write about, but nobody seems to be doing anything scandalous, nobody seems to want to be the mark of our gossip, and nobody is doing anything interesting during Lent, so, as both Els and I declare, this month's notes will have to be

Sans scandal,
Sans gossip,
Sans interest,
and

Sans fun! (with all due apologies to Omar Khayam!)

Engineer of Tests

The spring is bringing out all the cars owned by both the married and single men here. Yesterday a new one made its debut at Mt. Clare—a little Dodge roadster! (Which, by the way, stalled for some unaccountable reason several days ago, on Park Heights Avenue. We haven't learned the reason yet, but we have our suspicions.) But this car is owned by a married man, girls, so there isn't any hope for you! Much to our sorrow, most of the cars are owned by the blissfully wedded ones, so all of us poor girls at Mt. Clare are out of luck, save that we may depend on our car-less friends to escort us up the street, help us across loose bricks, etc. However, as we are still able to *walk*, we aren't grieving a bit!

Agent's Office, Camden Station

Correspondent, W. H. BULL

Here is another cartoon by our artist, A. F. Bauernschub; this time he has depicted



IN THE SPOTLIGHT

A trio of employees who helped make a "howling" success of the Relay Minstrel Show. Girls, don't overlook Friend Canby, of the Inbound Billing Department, Camden Station. He's on the right-hand side in the middle of the picture

porter, our employee, who helped make the recent Relay Minstrel Show a "howling" success. We suggest to our young ladies that they do not overlook Friend Canby of the Camden Station Inbound Billing Department, who is No. 3. This gentleman is popular among the fair sex and we would not be surprised at any time to hear that he has carried off one of the girls.

It is with great sorrow that we record the passing of Mrs. Ella M. Waltz, beloved wife of Cashier C. H. Waltz. Mrs. Waltz was taken ill on Sunday evening, March 5, and a few days later was taken to the Maryland General Hospital, where she died on March 14, following an operation for appendicitis. Mr. Waltz is survived by her husband, a daughter, Mrs. Edward Thorney, and a son, Ridgely. The funeral services were held at her late home, Lansdowne, Md., on Thursday, March 16. Interment took place on March 17 at Walkersville, Md., her former home. The entire office force extended to Mr. Waltz and family their deepest sympathy in their bereavement. Our outward expression of sympathy was shown by a beautiful floral design.

Locust Point

Correspondent, J. R. GOULD

We are happy to report that local conditions at Locust Point Station show an improvement; in fact indications clearly give promise of a general revival of business on our road.

We have had a long and strenuous pull and it seems to be the universal opinion that we are about "Crossing the bar" into clearer water, where once more our trains will be carrying the commerce of the world with

vessels waiting at our piers to load for delivery to Europe. "Tis a consummation devoutly to be wished."

Let us not rest in fancied security, but keep "carrying on" as the goal is not yet reached, ever remembering the immortal words of England's naval hero, which we paraphrase to read "The Baltimore and Ohio expects every employee to do his duty."

When you start in life's great struggle,
Hold your grip:
When times are dark with trouble,
Do not slip.
But grit your teeth, and push along,
Accept the right, decline the wrong,
And help your pal who's not as strong,
To hold his grip.

We were certainly pleased to welcome back to the office our fellow clerk, Louis B. De Goey, after an illness of nearly three weeks. We not only congratulate him on his recovery, but ourselves in being able once more to enjoy his pleasant companionship.

The S. S. Mobile City, of the Isthmian Line, sailed from our piers on February 14, destined for San Francisco, carrying 256 carloads freight, 182 of which were of tinplate, aggregating more than 9,000 tons.

S. S. Steel Ranger of the same line, sailed from our piers on February 27 for the same destination, carrying 264 cars, principally tinplate and structural iron, aggregating 9,500 tons.

Baltimore Division

Correspondent, W. H. TARR

H. S. Hartman, agent, Holmes, Pennsylvania, is in receipt of the following:

BARNESVILLE, PENNA.,
January 2, 1922

Mr. H. S. HARTMAN,
Holmes, Penna.

Dear Sir—In reference to our conversation on train to Philadelphia: You asked me to try the Baltimore and Ohio. So I have done it, just for friendship. I spoke to my sisters and told them that we arrived at Philadelphia and they said, "We will just try it." I told them I had spoken to you on the train. Well, I am going to tell you that the service between Washington and Philadelphia was most wonderful. The conductors are some of the finest speaking gentlemen I have met and very kind. I have been speaking to a number of my friends and told them about the train service on The Baltimore and Ohio Railroad. I told them just to try the train service of the Baltimore and Ohio and they are going to let me know when they arrive home.

Yours truly,

(Signed) WILLIAM J. SAMKAVITZ,
Box 28, Barnesville, Pennsylvania.

Mr. Hartman met this gentleman on a Philadelphia and Reading train enroute to Philadelphia and persuaded him to try the Baltimore and Ohio.

On March 17 the stork presented Conductor and Mrs. H. Heber Murphy with a baby boy, Edward Thurston. Mr. Murphy is employed at Willsmere, Del. Congratulations!

East Side, Philadelphia

Correspondent, CHARLES H. MINNICK

The accompanying picture is of Mrs. Charles H. Minnich, and little daughter Ruth, wife and daughter of East Side correspondent.



ALL ABOARD FOR EAST SIDE, PHILADELPHIA, PA.

1. East Side roundhouse force. 2. Little 74. 3. Our switch engine force at East Side Shops. 4. The long and short of it, East Side Yardmaster "Pop" Barks and Conductor "Chaffie" Hatfield



Mrs. C. H. Minnick, wife of correspondent at East Side, and little daughter Ruth

We have another chief clerk in the Master Mechanic's Office: Mr. Whalen, who succeeds Robert Merryman, who has taken a year's furlough to visit England.

Samuel Land, the oldest man (in years) at East Side, has changed his occupation of caretaker at the Rest House to janitor in the Yardmaster's Office. We will say this for him: we can see through the windows now; formerly it was a hard job.

I had occasion to notice the other day little engine No. 74 which has no tender and seems to be only about 10 feet long and about as high, pushing an enormous No. 4400 tender out of the roundhouse to the turntable and then on to the farm. Old faithful "Jim" Donnelly was at the helm. Well I just thought to myself, it seems impossible for a little engine like that to do such heavy work, and yet it was done quickly and well.

The moral I took from it was this: We are all a part of the great Railroad and because we are of relatively small importance we should not slight our task but do it faithfully. Little No. 74 could not pull a heavy freight or passenger train, but still what she was doing was very essential in that she was assisting in making a part of a large 4400 engine ready for service in pulling a long freight train. Our task may seem small, and yet, done properly and well, may result in much good. If we slight our work, great loss or damage may result therefrom. In order for the whole machinery of Railroad organization to work smoothly it is essential that every part, no matter how small, shall do its work faithfully and properly with due regard to its importance. In a word, success in railroad business is based on co-operation in all things big or small.

Washington, D. C. Freight Station

Correspondent, W. L. WHITING

Did somebody say anything about a slump in business? Or was it only the usual growl of the chronic pessimist? Anyhow it has not been much in evidence at Washington, D. C. During the month of February we made an increase in revenue of about \$138,000.00, over the month of February, 1921, and handled approximately 20,000

tons more freight. And what is still more to the point, at the present writing there is no let up in the activities around us. The busy Springtime is upon us, and all indications point to a successful season.

"Lest We Forget"

We men folk are always ready to write and talk about the achievements that railroad men accomplish, but we are apt to forget that railroad women have had a great share of the burdens of the past few years cast on their shoulders. Among the many activities that occupied the women during the Great War, none perhaps, showed what woman's helpfulness meant more than the American Red Cross Society, and one of the busiest and most faithful auxiliaries in this city was that formed by the women of the Washington Terminal Company, and which consisted of the wives, sweethearts and sisters of men connected with the railroads running into Washington. Be very sure that the good old Baltimore and Ohio was not backward in its representation in the good work.

As a kind of commemoration of the enjoyable times they had during the years of trouble, knitting sweaters, making pajamas, and all kinds of other things necessary for the alleviation of the suffering of the boys "Over There," a number of these good ladies met recently upon the invitation of Mrs. J. D. Healey, wife of the trainmaster of The Washington Terminal Company, at Mrs. Healey's home. There they renewed old acquaintanceships, related interesting reminiscences of their Red Cross days, and had a grand, good time generally.

Of course, this being strictly an "Adam-less Eden" party, all that we mere men had to do was to escort our better halves to the place of meeting, and fetch them home afterwards. However, your correspondent was able to glean from various sources some of the features of the evenings' entertainment. Stories were told, and several of the ladies in humorous costumes, furnished a splendid little musical vaudeville skit which "brought down the house."

Finally a repast was set out by the hostess, which was of such a generous nature and so thoroughly enjoyed by everybody that some of them are still talking about "Mrs. Healey's supper." They enjoyed this supper as much as if they had been a party of men folk.

Among those present were Mrs. D. M. Fisher, wife of our freight agent, and her two sisters, Mrs. Hearn and Mrs. Todd; Mrs. J. T. Mathews, wife of our general foreman; Mrs. W. L. Whiting, wife of your correspondent; Mrs. G. H. Winslow, wife of the secretary of the Terminal R. R. Y. M. C. A.; Mrs. J. H. Tonge, wife of the superintendent of The Washington Terminal Company; Mrs. Heritage, Mrs. Caldwell, Mrs. Owen, Mrs. Hanlon and Mrs. Healey herself, with her mother and daughters.

It was a late hour when the party broke up, and all expressed their pleasure at a most enjoyable reunion and voted that Mrs. Healey was indeed a "Jolly Good Fellow."

This meeting may be the nucleus of a proposed Railroad Women's Club here.

The spring fever of weddings and love making, has again invaded our midst. On February 18, our record binder, Allan W. Kidd, succumbed to the inevitable and took unto himself Miss Priscilla H. Gardner to be his helpmeet during the coming years.

It was a surprise to us all. Allan is one of the latest additions to our force, and is still quite a young man. Of course the usual jokes about "Kid(d)napping," went the rounds, but carrying a name like that, he would not expect that such an opportunity for a joke would be passed up. May a long

life of happiness and prosperity be the lot of the newlywedded "Kidds!"

Your correspondent had planned a one day trip with his wife on a certain Sunday into the state of Pennsylvania, but on the previous Friday evening in going down the cellar steps to fill the everhungry furnace for the night, he slipped, breaking a leg. Fortunately a whole leg is not necessary for writing purposes, or perhaps there would have been no April notes for the MAGAZINE. The doctor came the next morning, and after the usual amount of prodding and pinching, pronounced a "beautiful fracture of the femur." This sounds very poetical and reminds one of the "Beautiful Isle of Somewhere," that they sing about—but it only reminds, for, believe me, it certainly does not feel particularly poetical.

However there is a silver lining to every cloud, and being fortunate enough to possess the best of nurses, a good wife, the damaged "femur" stays at home, and is not subject to the tender mercies of a hospital. Everything is going along splendidly and we hope before very long to be in the game again literally "with both feet." And so the planned trip to the Keystone State went "aglee."

Of the other sick, we are glad to report that Chief Delivery Clerk T. E. Frye has recovered sufficiently from his rheumatism to enable him to resume his place on the platform. Salvatore Galipo, warehouseman, had the misfortune to break a rib recently, but a little thing like that is not apt to keep a son of sunny Italy off the job for long, and we hope to see "Sam" with us again before very long.

The recent readjustment of the force at this station caused one or two changes. W. A. "Doc" Keys, chief clerk to Car Foreman T. O'Leary, took a position as delivery clerk on the platform. C. M. Webb, who was foreman's clerk, is now filling the position of tallyman.

Recently we had a "look in," just a handshake and a "Howdy" from our good old friend, Jacob S. Schell. Mr. Schell was formerly foreman carpenter at this station for a long time. He says he is feeling fine and his looks certainly carry out his statement. Call again, J. S. S., we're always glad to see you.

Brunswick, Maryland

Correspondent, R. L. MUCH,

Conductor

Willard F. Wenck

After a short illness, Willard F. Wenck, timekeeper, Brunswick, died of pneumonia.

Mr. Wenck was born at Hamburg, Va., on May 18, 1856. His early boyhood was spent in the vicinity of Mt. Jackson. At the age of 16, he went to Baltimore, where he entered the service of the Baltimore and Ohio as clerk, Mt. Clare Station. Later he was made chief clerk there. He also worked at Camden Station for a time, spending 20



Arthur Needham, our handsome index clerk, and one of his affinities

years in all at Baltimore. In 1893, when the Transfer Shed was opened at Brunswick, Mr. Wenck was transferred to this station. Later he was made chief clerk and time-keeper. In 1917, because of the pressure of business, he was relieved of the duties of chief clerk.

It has always been Mr. Wenck's great desire to complete fifty years with the Baltimore and Ohio. When his death occurred, he lacked only three months of completing this record. He was a faithful and loyal employee, a man devoted to his family. He was a member of the Baltimore and Ohio Veterans' Association and of the Methodist Church. Surviving him are his wife and four children, as follows: Mrs. P. Estella Wilkerson, Willard F. Wenck, Jr., Mrs. Gertrude Humphreys, and R. Glenrode Wenck; a sister, Mrs. Mary C. Maphis, of Washington; a brother, Samuel H. Wenck, of Mt. Clare, N. J., and twelve grandchildren.

Funeral services were conducted by Rev. J. T. Hart, of the Methodist Church, Brunswick; interment at Park Heights Cemetery.

Mr. Wenck will be greatly missed by his many, many friends, but particularly by the Baltimore and Ohio friends with whom he associated daily. They all knew him and loved him.

Trainmaster John McCabe has been holding a series of examinations at the Y. M. C. A., rounding up the delinquent engine and train crews who were tardy in answering the superintendent's annual examination call. After being shown where to "head in" they will "clear" until the time for the next examination.

injured about the neck. He expects to resume duty soon.

Secretary H. E. Dixon, of the Y. M. C. A., has been holding weekly religious meetings. He deserves great credit for the manner in which he endeavors to keep the Railroaders together and to point out to them the straight and narrow path.

John W. Peyton, veteran employee, Transfer Department, who is in Florida for his health, writes that he is getting along splendidly. He sends his regards to all of his friends. Following is a part of his letter:

I wish to express my sincere appreciation for the privilege afforded me, through the kindness of the Baltimore and Ohio, to visit the beautiful state of Florida.

The climate here is wonderful, people bathing all the year 'round, folks sitting or strolling in the beautiful parks, among the palm trees and the lovely flowers, enjoying the balmy sunshine and gentle breezes—breezes which kiss your cheeks and revive in your tired body a renewed vigor, an abundance of good health.

How true is St. Paul's statement: "Eye hath not seen and ear hath not heard, neither hath it entered into the heart of any man"—the things that God has in store for those who love and serve him. This certainly applies to this land of beauty. As I roam among the fragrant flowers, enjoying their sweet perfume, then among the modest pine trees and the orange groves, noting the splendor of the vegetation, I pause and give to God the praise. This is His own handiwork, this ornamenting of the Southland. I praise him for the privi-

lege of allowing me the blessed opportunity of enjoying His work.

In closing, I wish to assure the officers of the Baltimore and Ohio, in every department, that I humbly and gratefully appreciate their kindness. I have served the Company for 31 years; I have always tried to be "on the square" with the Railroad, and I have come to feel that I am really a part (though a small part) of the Baltimore and Ohio. Its employees are my big brothers.

I was taken ill in December, last year. My physician ordered me to the South for the winter. After examination, the Relief Department endorsed this order, and the good old Baltimore and Ohio furnished me with transportation to Tampa and return. This alone would have cost me about \$95.00.

I would like this letter to appear in our Baltimore and Ohio MAGAZINE so that some "Knocker" may read it, reflect on it, and become a "Booster."

THE BALTIMORE AND OHIO WILL TAKE CARE OF YOU.

Yours very truly,
(Signed) JOHN W. PEYTON

Cumberland Division

Correspondent, JOHN SELL

The movement of loads east of Cumberland for the month of February was a record breaker, and the movement over the entire division for the month was good. We also note that the blue-print still shows the Cumberland Division in first place, and everybody is on the job to keep it there.

The accompanying picture of Miss Laura Lingamfelter, taken atop of Lovers Leap,



AMONG THE HILLS OF CUMBERLAND

1. Coal Billing Office force, Cumberland Scales. Standing (left to right): Coal Billing Agent W. S. Beggs, Mrs. Mae Beck, J. H. Fike, Esther Weltman, W. S. Snyder, Gertrude Harper, G. F. Lippold. Lower row: W. P. Copeland, Blanche Thomas. 2. Second trick hump crew, eastbound yards. 3. Miss Laura Lingamfelter, stenographer, Division Engineer's Office. 4. No. 7153 completing the trip from Somerset to Cumberland with 70 loads of coal.

Miss Kathryn Hogan, bookkeeper, Y. M. C. A., contemplates a journey southward. Good luck and a fine trip, Kathryn.

Conductor R. E. Grabill is taking electric treatment at Frederick for an injury received when his train was wrecked at Opequon.

Conductor E. Keyser had a narrow escape while backing his train at Martinsburg. A brake lever failed to work, and Mr. Keyser was thrown to the ground and

Cumberland, shows our stenographer to the division engineer taking the air.

The new icing plant at Cumberland is rapidly nearing completion, and will be an important adjunct to this terminal.



Main Line and Romney Branch at Green Spring Station

The accompanying pictures of the Coal Billing Office force, and the Evitts Creek Yard Hump Crew, Cumberland Terminal, show the forces at their best during an off-minute of a busy day.

A sad report which we have to record with this number is the recent sudden and unexpected death of our president of the Cumberland Veterans' Association, Harry Allison.

The accompanying picture shows the 7153 at the top of Hogpen Grade, Cumberland Yard, completing the trip from Somerseset with 70 loads of coal.

One of our attractive young lady clerks in the Superintendent's Office surprised her many friends by going to Oakland and quietly getting married. Mr. and Mrs. Gross are now receiving the congratulations of their friends.

From all indications it will be necessary to ask the editors to reserve some additional space in subsequent issues, to take care of the spring and summer crop of weddings which are now budding. We have a seniority list of the prospects lined up, but it changes from day to day as they run around their turn.

There are lots of interesting items we might note, but the "Victrola" needs winding so we will say more next time. "Eh, John?"

Green Spring

Correspondent, E. E. ALEXANDER

"Let's clean up.

It's a lot easier to maintain order and neatness than disorder and confusion. It's safer. It's better. You personally, will feel a lot better if things are neat and clean about you. Therefore, help to make them so.

Next time you feel tempted to throw something on the floor or into some out-of-the-way corner—don't! Put it in its proper place or in a receptacle provided. You'll thereby save somebody else the trouble of picking it up. You'll help to save janitor expenses, and you'll experience a feeling of pride in having your surroundings neat and clean.

"Let's all clean up! Let's respect our surroundings, our fellow workmen and ourselves. Let's be thoughtful and decent enough to cut out the "rough stuff" in the way of promiscuous spitting, wall defacing, and litter strewing.

"Let's clean up!

"And stay that way!"

—From our Bulletin Board

Messrs. R. G. Brown, J. C. Wilson, Charles Cartel and "Mike" Polenski were

among plant employees recently reported on the injured list, all having suffered quite painful injuries.

We read with much interest the first issue of the Union Pacific Magazine published at Omaha in January. It is a fine magazine, a credit to its sponsors, and we hope it will be a regular visitor. We have some old friends on that road.

We have been advised that our hustling young signal maintainer, Thomas Duvall, and Miss Lulu Grace Ward of Patterson Creek, were married in Cumberland, February 15. We extend our heartiest congratulations.

Walter Gurtler, clerk, Green Spring Station, who has been unable to attend to his duties for some time because of a severe attack of pneumonia, is able to be out among his friends again.

Operator C. P. Houck has taken the second trick at Evitts Creek, and our old friend, Vincent Twigg, third at Patterson Creek. It is rumored that "Vince" will move to the Creek. Extra Operator M. L. Barnes is at present working first at Green Spring, vacancy left by Mr. Houck.

The First Public Carrier in America

The Baltimore and Ohio has the proud distinction of being America's first public carrier on the completion of a line 14 miles long from Baltimore to Ellicott's Mill, Md., on May 10, 1830.

—Union Pacific Magazine

F. L. Carder, Richard Parry, A. F. Leonard and George H. Appold are several local men entering plant service recently.

C. H. Long, who was filling position of special apprentice when furloughed from shop, has returned to his duties, having been promoted.

Pipefitter J. J. Foley has the latest in radio at his home, installed by his son, William. We now get reports on concerts from all the leading cities of the United States. J. J. hopes soon to be in communication with London and Paris.

Laborer J. M. Bean has been confined to his home a number of weeks with a serious illness. His fellow workers hope to see "Joe" on the job again soon.

The Railroad Tie

"Blest be the tie that binds our hearts in Christian love," runs the old hymn; "the fellowship of kindred minds is like to that above." But the tie that binds us in national harmony is the railway tie. This should be always remembered. It is the secret of our existence.

—Herbert Quick

Have You Heard the New Song "Shenandoah?"

A song of our own Shenandoah Valley, written by Baltimore and Ohio employees for Baltimore and Ohio folks. Music by Leo Friedman, author of "Meet Me Tonight in Dreamland," "Let Me Call You Sweetheart," and others. Send in your order now for sheet music, rolls and records. Sheet music (with words) 25 cents per copy, postpaid.

Address:

Billy Shelton, 3024 E. 77th St., Cleveland, Ohio.

Mr. and Mrs. F. A. Sebold have gone to house keeping in one of Mr. Rees's houses.

We predict a great future for Garland Myerly—as a "Road Builder." Keep it up, boy! We need more like you.

The Quiet-Hour Children, under the leadership of Mrs. E. Allen, gave an interesting program at the U. B. Church recently. We are glad Mrs. Allen was able to resume her work with the children.

Mrs. A. E. Irving, wife of our genial tie inspector, is at the Alleghany Hospital at this writing, where she underwent a severe operation.

We are pleased to present for our fellow workers the photograph of Operator J. D. Rockwell and his charming family. Mr. Rockwell takes a deep interest in his work, his home and the community.

Rain and Fog

We claim Green Spring has more foggy mornings and as many rainy days as any point on the Baltimore and Ohio System. Figures below are taken from our weather chart for 1921. Can you beat it?

	HEAVY FOG DAYS	CLOUDY DAYS	RAINY DAYS
January.....	0	17	5
February.....	1	16	3
March.....	2	7	6
April.....	2	12	6
May.....	5	8	11
June.....	6	9	7
July.....	11	10	11
August.....	15	8	9
September.....	13	16	18
October.....	17	11	8
November.....	2	16	11
December.....	1	17	5

Total..... 75 147 100
(Note: 1921 is not our record year.)



Operator J. D. Rockwell and family, Green Spring

Swearing on Trains

Few of our trainmen or other employees would swear while entertaining guests in their own homes, yet they sometimes neglect this courtesy on our trains. I was riding in the smoker of one of our trains recently, seated with a gentleman of refinement, who from his garb and conversation I knew to be a minister. When we were approaching a terminal several trainmen were conversing loudly in the aisle about their work, punctuating and emphasizing their conversation with oaths, shocking to the gentleman seated with me and no doubt to other passengers. "Our passengers are our guests" and a friendly tip to trainmen will not be taken amiss.

To accompany our items this month we have a picture of Green Spring taken from the eastbound signal bridge by J. C. Alexander. This picture shows the main line of the Baltimore and Ohio, Cumberland Division, Green Spring station and grounds, the beginning of the branch to Romney and Petersburg and a portion of our town, as well as our tie yard and plant stacks in the distance.

Keyser, W. Va.

Correspondent, H. B. KIGHT, *Ticket Clerk*

Safety Agent Lenderking made an address on "Safety" to the pupils of the Keyser High School, at Chapel on Friday afternoon, March 3.

"Jim" Steadman, night ticket clerk, has been busy cleaning up his "Fierce-Sparrow" automobile, in anticipation of many trips to Terra Alta this summer. Seems to be some attraction in Terra Alta for "Jim."

James Smith has accepted the third trick at the Keyser Station Telegraph office. He has moved to Keyser. Welcome, "Jim."

Larry Alvaro, our cartoonist, has installed a vulcanizing plant in the First National Bank Building.

DEPOSITS \$1,055,260.26

The First National Bank

Keyser, W. Va.

SPECIAL SAVINGS DEPARTMENT

Interest paid every six months
from date of deposit

Seems there ought to be a chapter of the Veterans' Association in Keyser. We have at least a dozen employees (still in the service) who have 50 years or more service to their credit. The correspondent hopes to get this bunch together and to get a picture of them for the MAGAZINE, soon.

West End Conductor "Sargent" O'Brien had the toes on his left foot badly mashed while in the performance of his duties. He was given medical attention at the Hoffman Hospital, where it was necessary to amputate three of his toes. He has so far recovered as to have been able to leave the hospital and is now at his home in Piedmont.

Passenger Engineer E. M. Dawson had an operation performed on his arm at the City Hospital at Grafton, where a needle



On the famous Seventeen Mile Grade, between Piedmont and Altamont, W. Va.



Dr. Hoffman, Medical Examiner at Keyser

with four inches of thread in it was removed. How this needle entered his arm is not known to Mr. Dawson.

Brakeman Chilcoat was called to his home in Pennsylvania during the latter part of February, because of the death of his aged father. We extend to "Charlie" our deepest sympathy.

Brakeman Lee and Millhand James Hoover have our heartfelt sympathy in the loss of their mother, Mrs. Annie Hoover, who died at her home in Keyser on March 1.

Mrs. J. W. Johnston, wife of one of our roundhouse employees, died at her home on West Piedmont Street, Keyser, on March 1, after a short illness of pneumonia. We extend to Mr. Johnston our sincere and heartfelt sympathy.

With the coming of the spring time, comes the thought to the station employees to plant flowers and otherwise beautify the lawn between the Freight and Passenger Stations. This lawn was one of the prettiest along the right of way, last year, and we want it to be better looking this year than ever.

KEEP OFF THE GRASS, fellows and help us to keep our "Divisional kitchen" as clean as our parlor.

Thomas Head, was Keyser's agent about 1867. In this capacity he served for several years, resigning to accept the position of clerk of the County Court of Mineral County, to which office he was elected and served faithfully in for many years. He will be remembered by many of the older residents of Keyser. Assistant Terminal Trainmaster W. H. Virts of Keyser, is his son-in-law.

The accompanying picture is of Dr. C. S. Hoffman, one of our Relief Department surgeons located here. Dr. Hoffman has been connected with the Relief Department for 42 years. He was appointed Company's Surgeon on April 26, 1880. Several years ago he built the Hoffman Hospital here, and it is to this institution that nearly all of our injured and sick employees are taken.

Kreider H. Stover, Keyser's present agent, came to us a couple of years ago from the Western Maryland Railroad, where he had been employed as telegrapher



Kreider H. Stover, agent at Keyser, and Thomas Head, agent in 1867

and yardmaster. His pleasing personality has won many friends both for himself and for the Company he now serves. Mr. Stover was also employed by the Pennsylvania Railroad for several years. He spent several years of his life in the lumber business and during the years 1904-07 he was president of the West Virginia Saw Mill Association. He served Mineral County, West Virginia, in that memorable legislature of 1920-21, which ratified the 18th and 19th Amendments. And now rumor has it that he has thrown his hat in the Congressional ring. If that is a fact, we feel sure that before long Keyser will have another agent.

"Bill" Thrush, West End brakeman, is noted for his beautiful teeth—both of 'em.

The Keyser Collegians, composed of Baltimore and Ohio employes, returned the latter part of February from a tour of several of the western states, where they played some of the best basketball teams of the country. Out of 14 games played, the Collegians won ten, making their team the champion of eight states. On their return home they were met at the train by 1700 fans, headed by McIlwee's Band, and a parade was held. Rev. Engle, of the Presbyterian Church, standing on an automobile, made an address of welcome, after which the team was banqueted at the "Grill."

Enginemen A. S. and R. R. Nethkin have the sympathy of us all in the recent death of their father.

Main Street Crossing is guarded day by day under the watchful eye of Mrs. Lillian Boehmes. Up in the little crossing tower, she guards the safety of every person using this crossing, in a manner that is to be commended.

Agent Howard P. Stuck and wife, of Oakland, have recently returned from a trip to California.

We are indebted to Mr. Tapman, for a visit through his test car a few days ago. This a wonderful car, with its mechanical devices for recording any information desired, while testing out trains.

Safety Inspector "Ed." Sirbaugh is a great booster for the Loan Feature of the Relief Department. He is now purchasing his third house through this department.

Don't forget, fellows, you can get a copy of the MAGAZINE every month at the Ticket Office.

Thanks, Hardman, for your cooperation. Send in some more notes.

I have had occasion to use our trains pretty much over the division, or a part of it, lately, and have paid particular attention to the treatment accorded passengers by our train crews. From personal observation I have found them courteous and attentive to our patrons, and they are endeavoring to give the best service possible.

It is with deepest sympathy that we report the death of another one of our "Baltimore and Ohio Mothers." Mrs. Christine Avers, wife of Engineman Jacob Avers, passed peacefully away at her home on Spring Street, on March 11. We refer to her as a "Baltimore and Ohio Mother," and do so because of the sons she gave to our Company and who are now in its employ. She was the mother of John and William, west end enginemen; Clifton and Carl, shopmen; and George, clerk, Master Mechanic's Office. She was also the mother of Mrs. Claude Clevenger and of Mrs. Alex Miles, both of Painesville, whose husbands are loyal employes of our Company. A real Baltimore and Ohio Family.

Brakeman Tucker, who fell from train

29 at Roberts a few weeks ago and was badly hurt, has so far recovered as to be able to leave the Hoffman Hospital. He is now convalescing at his home near Parkersburg.

Keyser Shop

Painter Foreman Dunk is busy at home preparing his checker boards for the annual checker tournament, which will be held in the near future. At this time it will be expected that Messrs. Ketzner and Noone will represent the Superintendent's Office.

Car Foreman J. B. Gillum is lining up his repair track forces for spring practise at Mill Meadow, where he will "look em over" and select his baseball team for the coming season. "Mike" Ward, as usual, will be head coach, assisted by "Tom" Stanley and "Bob" Pownall.

Our assistant car clerk states that she will be eligible to the next vacancy as power clerk, as she is positive that her experience in tracing the movement of West End engines will be of valuable assistance for this position.

General Foreman Graney has about finished the renovation of the Roundhouse Office. The addition of a new door in the back will greatly facilitate the movement of the roundhouse clerks, if at any time one of the Mallet engines decides to make a call without advance notice.

Lent was observed by the clerks in Master Mechanic's Office by the following resolutions:

The shop clerk—Not to prepare any Forms 940

M. M. stenographer—To eat less yeast

Boiler clerk—Not to be so cruel to Dusty

Time clerk—To cut out the day dreaming

A. R. A. clerk—To cut Beechnut chewing

Assistant A. R. A. Clerk Susie—Not to wear her \$24.00 hat

Assistant A. R. A. Clerk Nell—Not to stop in roundhouse after 5.00 p. m.

Assistant car clerk—Cooking Parker (House) rolls.

On February 18, Electrician Helper P. V. Ritter, age 21, residing with his parents at Piedmont, W. Va., was instantly killed by engine 7206 backing over him. Mr. Ritter stepped in front of the tender of the engine after attending to the electric lights in the sand house. Mr. Ritter showed marked musical talent and was prominent in social entertainments. He was well thought of by his fellow workmen, who showed the extent of their sympathy by a handsome floral token, presented by them at the time of his death. We extend our sympathy to his parents.

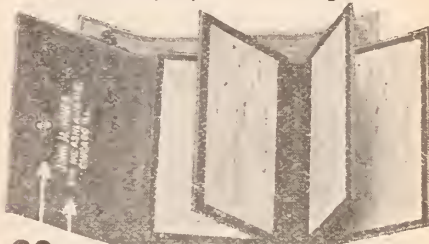
"Pete" Sebold, operator, "DE" Tower, is the possessor of two mighty fine "goldfish" which were caught in the lake at Mountain Lake Park and for which "Pete" parted with two perfectly good Rhode Island Red hens. "Pete" says he was swindled in the deal, and that the goldfish were gold looking, only, having been covered with some of the red mud of the lake.

Keyser employes read in a recent issue of the MAGAZINE of the wonders accomplished in home-building by the employes at Somerset, and having had a similar plan in mind for sometime, decided to get busy. One meeting, a sort of a preliminary one, was held in the Freight office a few weeks ago, to be followed up, on March 16, by a big meeting in the office of the trainmaster. This meeting was held as per schedule and about 60 prospective homebuilders were present. Messrs. Shivers and Graham, of the Relief Department, were present and explained to the employes what the Loan

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Will show 7 regular size passes, identification cards, and photos, each under a separate transparent celluloid face protecting it from dirt and wear. Also has gusseted pockets for smaller cards and roomy billfold pocket in back. Railroad men tell me it is the bandiest thing they ever saw. Over 20,000 of them now being carried.



23K Gold Engraving FREE!

Your name and address (3 lines) and your emblem or insignia (order, brotherhood, lodge—I have them all) engraved in 23K gold absolutely free. This work alone is worth \$1.50 of anybody's money. Case is beautifully made of fine black seal grain genuine leather. Strongly sewed, neat and convenient. Size, 3½x4½ inches closed.

Send No Money

Don't send me a single penny in advance. Just send your name and address on the coupon below with the emblem or insignia you want. I will send you this wonderful pass case at once, and when the postman delivers it to you, when you actually have the goods, pay him only \$3.00 and postage. I positively guarantee that if you don't think this is the best buy you ever made, you may return it and I will refund your money immediately. I have been in this business for over 10 years. You take no risk. Send coupon now.

Halvorsen, The Pass Case Man
Dept. 4014 Masonic Temple, Chicago, Ill.
You may send me your genuine leather 7-Window Pass Case with my name, city, state and emblem engraved in 23K gold. I will pay the postman only \$3.00 and postage when he delivers it. If I am not entirely satisfied with the case, I will return it and you will refund my money at once. I take no risk.

Emblem.....
Name.....
Address.....
City.....State.....
Be sure to print name, etc., clearly

Feature would do. Talks were made by others present, and by the time this article appears in the MAGAZINE, an organization will have been perfected. We hope to see some new homes being erected here soon.

Sabraton, W. Va.

Correspondent, L. M. GUMP

Car Inspector C. B. Gosnell has been wearing a very worried expression lately. We understand that it is due to his fear of contracting the measles, which is quite prevalent at this time.

We regret to report the death of the father of our leading machinist, F. C. Pippin. The elder Mr. Pippin, who was for many years a Baltimore and Ohio employe, resided in Grafton, and had been ill for some time.

What Caused:

Agent Hansel to lose his religion?

R. L. Catlett to say "Uh-huh" over the telephone?

Storekeeper Farrell to go to Fairmont?

C. B. Gosnell to look worried?

T. F. Cassell to wear a regulation green flag March 17?

W. C. Johns to sprout whiskers?

March 17 saw storekeeper Farrell on duty with a handsome bunch of spinach adorning the lapel of his coat. We admire the spirit, but cannot say as much for his taste in flowers.

Favorite expressions heard around the shops:

Supervisor Catlett: Well sir, I'll just tell you now—

Conductor Mayfield: Well! (Always accompanied by shake of head).

Stockman Childs: By jolly!

Machinist Lewis: I b-b-betcha!

Please mention our magazine when writing advertisers



FEEDING THE CHICKIES

Virginia May and Glendine Gidley, at Sabraton

Engineer Runner: What am I on to-morrow?

Electrician Ware: How's the line this morning?

Here we have the two children of Tender Repairman R. M. Gidley. They are Virginia May, aged five, and Glendine, aged three. Mr. Gidley has been with the Baltimore and Ohio for four years and has his own home in Morgantown.

Martinsburg Shops

Correspondent, W. L. STEPHENS

The local Veterans' Association lost an active member and the Baltimore and Ohio a loyal and efficient employe by the sudden death of Brother Samuel Scanlon, locomotive engineer.

Engineer Scanlon was born near Three Churches, W. Va., where he spent the early years of his life. About 1882 he entered the employ of the Baltimore and Ohio. In 1890 he was given a position as locomotive fireman. He then resided in Keyser. After firing for a short time he was promoted to engineer. This position he held continuously until December, 1921, when he came home ill.

His illness was of short duration, his death of heart trouble bringing to a close a busy and useful life of 67 years. A widow and one son, Grover C. Scanlon, of Jamesville, survive.

Paw Paw, W. Va.

Correspondent, M. L. SHARON,
Retired Engineer

Mrs. Martin Hansrote, whose husband was at one time an employe of the Baltimore and Ohio, was severely burned about the body a few days ago. Her clothes ignited from a stove. We are glad to know that she is recovering.

We are glad to see Mrs. Guy Hare, who came in town on a visiting and shopping trip recently. Mr. Hare is track foreman, Magnolia.

There was a bad derailment just west of Paw Paw recently. Six cars were derailed, because of a broken flange. A good bit of coal was spilled on high line. Watch out

for the broken flanges, boys! They can cause a lot of trouble.

Since our last notes, C. W. Kaylor, our high-speed track foreman, has been complaining of a bad cold and probably grip. We noticed "Bill" coming from the doctor's office, and we are sure that he was feeling sick; all the same, however, he stayed on the job to see that things were going all right.

Some of the boys have caught a few fish already. This is an invitation to our old friend, Engineer "Joe" Linthicum, to come up for a week's good fishing.

Connellsville Division

Office of Train Master

Correspondent, C. E. REYNOLDS

Division Operator Jos. Riling met with an accident during the first part of March,

his home during the past few weeks. We all hope for his speedy recovery, so that he will soon be out in action with his numerous railroad friends.

On Sunday, March 12, Miss Bertha Naomi Peterbrink of Corriganville, Md., and Brakeman James Luther Geiger, Connellsville Division, were married in Cumberland, Md. After the ceremony they left for Dixon, Ill., to spend their honeymoon. On their return they will be at home in Connellsville. We extend our heartiest congratulations.

J. B. and Mrs. Coughenour, Confluence, Pa., left home on March 3 for an extended western trip that will cover several weeks. Their first stop will be at Topeka, Kan. They will then go on to California, visiting Stockton and a number of other places; going from there to Vancouver, B. C. On their return journey they will stop at



ALL AROUND CONNELLSVILLE

1. Forces at Connellsville Shops. 2. Scampering down the ladder. 3. A loving scene—Do you know 'em? 4. Messenger "Joe" Corvin

when he fell on the ice. An X-Ray picture revealed a broken bone of the left ankle, which has caused "J. R." to be confined to

Salt Lake City, Denver, Colorado Springs, and other places of interest. Mr. Coughenour was recently retired as engineer on the Confluence and Oakland Branch passenger train, after having been in the service for a goodly number of years. We wish them a pleasant trip.

On Friday evening, February 24, Miss Catherine Elizabeth Hart, daughter of Mrs. Margaret Hart of Connellsville, Pa., and E. Wayne Powell, of Harrisburg, were married at six o'clock at Harrisburg. After a wedding trip of two weeks to Canadian points, Mr. and Mrs. Powell were at home at Harrisburg, where Mr. Powell is employed in the State Treasury Department. The bride was formerly stenographer in the office of Superintendent Brown, Connellsville Division. Their wide circle of friends extend to them best wishes for a happy married life. On the date that Miss Hart left the service she was presented with some useful gifts by the members of the office force in the General Offices. In addition, the following words of "send-off" were given her:

"When in the course of human events, it becomes necessary for us, a common people, to assemble ourselves together for the sole purpose of wishing Bon Voyage to one of our gang, who through the general trend of things has suddenly decided to embark on the great sea of matrimony, we do so, those of us who have been through the mill, fully realizing that the step she is about to take is a serious one and fraught with many dangers. At the start birds are singing, the sea is calm and heaven seems nearer than it has ever seemed before, but hark ye, gentle listeners, Love is blind they say, and we cannot expect it to see the treacherous rocks and whirlpools which may beset the way.

"Alas and Alack! There are many, no doubt there are a few present on this occasion, who would like to take the step, but they hesitate, 'cause sometimes there is a "Jill" but there 'aint no Jack,—but all things come to those that wait and all you got to do when opportunity comes is open the door and let him in. You have our sympathy. Farewell, Farewell, Cass old girl, you have been a good old wagon and we bid you fond adieu. We'll miss you, and that fountain pen of yours, and that high falutin' jeer you used to give to us, but we cannot forget you, cause where you used to sit there is now a vacuum and there is no cushion on the chair (Vince got it), and as we look across the desk where Cassie used to be we also note that there is gone the look of despair that we were wont to see as first you pondered over the comparative statements and form Seven Nineties. May your journey be long, happy, prosperous and without regrets—This is our wish as we present you these little tokens of our esteem."

(Signed) The Gang.

Here we see a picture of the fair ones on the ladder leading to the water tank at Connellsville Roundhouse. Just as they were "shot" by the camera, a "Big Six" started spitting—and just see them scampering off the ladder.

Here also is a photo of Edison Phillippi, with two of his admirers, at Connellsville shops. Say "Eddie," you look helpless!

The Safety Flashes issued by the Safety Department for the month of March indicate that the year 1921 was the banner year in accident prevention work on the Baltimore and Ohio. Good! So, in order to make this Railroad safer for one and all, let's pull together and make a better showing for the year 1922.

Notice: We hope that all employees of

the Connellsville Division are anxious to see something of interest in the MAGAZINE each month to cover happenings on this division; therefore, in order to not disappoint you, the correspondent would appreciate your co-operation in sending him some notes on or before the 10th of each month.

We present the latest photograph of our very, very, efficient messenger, "Joe" Corvin, Superintendent's office, Connellsville. Some of the girls call him "Joseph," but he doesn't like it a little bit, for Joseph argues that his name is "Joe." Don't let them kid you, Joseph!

Daniel Hunt, the veteran passenger conductor on trains 69 and 70, has purchased the confectionery store on North Gallatin Avenue, Uniontown, Pa. Here he will keep all kinds of fresh fruits of all varieties, and fresh confections, tobacco and cigars. He will be pleased to see his many friends.

"Tucker" as he is familiarly called by his old friends, has grown gray in the service and is probably the oldest employee in passenger service on the Connellsville-Pittsburgh Divisions. Drop in and see "Tucker" occasionally in his new place of business. He will be pleased to see you, and will greet you with that old winning smile of his which makes every one feel at home in his presence. When off railroad duty, he has many interesting things to say.

Here are some of our folks who like to get their pictures "took" on the head end of engine 6015 at Connellsville shops. Those in the group are, left to right, front row: John Honisek, H. Y. Snyder; and Catherine Shaw, of the Master Mechanic's Office; Catherine Menster, Storekeeper's Office. Second row: Cecilia Friel, Trainmaster's Office; Mrs. Lindley and Margaret Wirshing, Master Mechanic's Office.

Pittsburgh Division

Correspondent

E. N. FAIRGRIEVE, *Car Distributor*, Office of General Superintendent

At a joint meeting of the committees representing the Pittsburgh, Connellsville and Cumberland Veteran Employees' Association, held at Connellsville, Monday, March 6, it was decided to hold the third annual picnic and outing at Olympia Park, on Thursday, July 20, next.

Olympia Park is located about three miles from McKeesport, along the line of the Baltimore and Ohio, and is conceded to be the largest natural park in the State of Pennsylvania, containing 76 acres of natural woods and beautiful lawns, and the best amusements that money can buy. There is the carousel, or old fashioned "merry-go-round" which delights the heart of the youth and many of the "old folks;" the "Leap Frog," the "Whip," the ball grounds, the shooting gallery, and other amusements, besides a magnificent dancing pavilion where young and old, alike, delight to trip the light fantastic to the music of a dreamy orchestra.

C. H. Durant, chief clerk to Superintendent Beltz, is the chairman of the Executive Committee of the Pittsburgh Division Veterans' Association. He has stated that the New Castle Division Veterans will be invited to participate in this outing, and that everything will be done to make this third outing the best that has ever been held. Numerous sports are being arranged for, and these, with dancing, baseball and other equally attractive features, will afford an excellent opportunity to spend a delightful day in the woods, not far from home. We hope everybody will take advantage of this opportunity and set aside July 20 as a day

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Locomotive Engineering	

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Name and Occupation.....

Address.....

upon which they will go to Olympia Park and mingle with the "Vets" and their families and friends.

W. E. Matthews, secretary to Superintendent Martin, is again back in the fold after an absence of many months in other fields of labor. He takes the place of Edgar Sill, who recently resigned to accept service with the Standard Sanitary Manufacturing Company.

Friends of W. P. Gallagher will be pleased to learn of his appointment as agent, Dawson, Pa.; also to know that F. G. Berthold has been appointed coal billing agent, Glenwood, vice F. Chart, resigned to accept service with a commercial interest.

Miss Ella Mermelstein, formerly employed in the Division Accountant's Office, Pittsburgh, was united in the holy bonds of matrimony on March 5. "Sister Lucile," employed in the Division Car Accountant's office, Pittsburgh, has been going around with a peculiar expression on her face ever since, one of those kind of expressions that you can't rub off. She's been thinking, folks, actually thinking, and I'll bet you it's about doing the same thing.

There is a certain blonde who rides No. 152 each day; she sits in a certain coach and we know two fellows each of whom likes to sit beside this young lady and enjoy the

PUGH BROS.

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Official Watch Inspectors

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winsomeness of her smile as the train rolls on. Now, these two boys, their names—O yes, we forgot to tell them, Messrs. Davenport and Deitsch, both work on the same floor, and we are told that they make an awful attempt each night to get into this certain coach. Guess it will be a case of the best runner. We hope it will not be a one sided affair, 'cause both these lads are good fellows and we would like to see them both win. O, Boy!

The Bowling League will have finished the season on March 28. The Pacific team, captained by "Joe" Rausch, is leading at present with 53 wins out of 78 games played.

There is a tie for second place between Mogul and Prairie Teams, each with 49 games won and 29 lost. A banquet will follow shortly and will close the second successful season.

Frank Staf, the "prince chap," who recently undertook to raise some fringe on his upper lip and got cold feet, startled his fellow employees in the office recently by appearing immaculately dressed and wearing a derby hat. Some day Frankie may become a Beau Brummel and take a notion to go to Hollywood. Didn't say Hazelwood, I said Hollywood—out where Mary and Roscoe and Mabel startled the natives.

The many friends of Engineer Frank J. Hughes will be sorry to learn of his death on February 26. Engineer Hughes was born on January 24, 1855. He entered the service of the Baltimore and Ohio at the age of 14 years, in the M. P. Department. The following year he was promoted to freight fireman, which position he held until November, 1874, when he was made a freight engineer. He followed this employment until February 1, 1898, when he was made passenger engineer. Death has ended the career of a trusted and faithful employee. He has made his last run and gone home, mourned by all.

The death of Veteran Hughes recalls to mind three other Veteran employees who have answered their last call, Conductor M. J. Ford, Conductor D. W. Darby, and Baggageman F. E. Butts. Conductor Ford was born on June 9, 1865. He entered the service as a freight brakeman July 26, 1896;

was promoted to freight conductor on January 11, 1901, and to passenger conductor on September 26, 1921. This position he held at the time of his death, December 12, 1921.

Conductor Darby was born on January 25, 1873. He entered the service of the Baltimore and Ohio on November 14, 1894 as freight brakeman. He was promoted to freight conductor on February 6, 1899. He died on November 21, 1921.

Baggagemaster F. E. Butts, the oldest P. & W. baggage master, entered the service as a passenger brakeman on May 1, 1874. He was promoted to train baggage master on September 2, 1884. This position he held at the same time of his death, December 19, 1921.

Thus records the passing of some veteran employees who were loyal and faithful, gone to their last reward, mourned by all.

Our old friend Cupid is sneaking around again. We have heard that one young lady in the Division Accountant's Office has already succumbed to his wiles, and, as a proof, sports a beautiful ring. We know a couple out of the same office who did the same thing and they are getting along fine. Mildred, there's no reason why you can't do the same thing. Wish you luck, but don't let him be boss. Remember Jiggs and Maggie.

Now, Miss Andrews—Miss Jayne Andrews, if you please, what's this we hear murmured about you and a certain young man? The train shed is pretty cold in the winter, and you shouldn't stand out there. It's pretty cold in the vestibule these nights, but down in the train shed, O mercy! Take him home and introduce him to "Pa" and "Ma" and if he's O. K., they'll let you sit in the parlor where it's warm.

Northern District

Correspondent, J. F. MILLER,

Assistant Trainmaster

Coming—A Gun Club

The boys at Foxburg from the shops, train service and other departments intend to organize a Gun Club. The matter has not yet taken definite form but there has been a great deal of discussion about it.

The nature and style of the organization has been talked about and in addition to the usual officers such as president, secretary, etc., it was thought that various committees would be necessary. The following are suggestions: Shot Committee; Powder Committee; Ways and Means; Commissary Department; Surgeon; Pallbearers; Chaplain.

To stimulate interest in the movement there was an "informal" shooting match held a few days ago, 15 trees from the Upper Switch Back. By request, no names are mentioned or scores published. All kinds of ordnance ancient and modern were on exhibit and in action at this time. Some good shooting was done and some that was not so good. On the whole there was more damage done back of the shooters than ahead of them. Tales have been told of wonderful fire-arms, some that would "shoot around a corner" but on this occasion there were some that could shoot a "round trip."

There is an old, red rooster that stays down along the river. It had one eye strangely missing. It had always been in place before.

"Andy" Edinger, veteran section foreman at Turkey, has a pet porker that has always been allowed to roam at will. One night it was walking on the track and there was a broken rail. It got one of its feet fast between the sections of the broken rail and could not get loose. It squealed "Andy" out of bed, was liberated and the broken rail repaired. This is, so far as we know, the only case on record in which a broken rail was reported in this manner. "Andy" exempted His Porkship from attendance at all sausage parties and preserves him for the good he has done. Now the point of this is that on this particular date this versatile porker reported at the usual time for his lunch with a neat round hole in one ear. Such are the mystifying events to those citizens who have had no information about the shooting match.

It is hoped this movement will succeed and the Gun Club will become a permanent institution. Casualties will be reported monthly.



Winsome Winifred Applebe, daughter of general foreman at Glenwood

Please mention our magazine when writing advertisers

Glenwood Round House

Correspondent, MARY E. BREEN

Here is a picture of Miss Winifred, three year old daughter of General Foreman J. M. Appelbe. If she keeps on being as winsome as she appears here, it will be good-bye for the rest of the girls when Winnie starts on her vamping expeditions.

Yard Brakeman D. L. Tompkins is the chesty father of a son, who, we suppose, will be "D. L." Junior. Congratulations!

Car Inspector W. H. Steppe is boasting the arrival of a young lady at his home. She's evidently come to stay and W. H. admits that like the rest of the women, what she says—goes.

Omar Horam, Glenwood Round House, and Rose Connelly were married at St. Stephen's Church on Tuesday, February 28. In addition to having the best wishes of all of us, they were sharing honors with Princess Mary and her Viscount. We are sure that Omar and Rose (for we can't quite get used to "Mr. and Mrs. Horam"), carry just as hearty good wishes as did they.

Suspicion has it that Machinist Helper T. E. Johnson finds something exceptionally attractive in Youngstown, Ohio. Of course, "Tommy," we know that your home is there but these many flying trips lead us to the conclusion that there must be something more in the way of attraction and we wouldn't be the least bit surprised to hear of another wedding shortly.

"Speed Recorder King" and "Wireless Fiend" are the two titles which one of our machinist apprentices is acquiring. Which do you prefer, "Bud?" One or the other certainly belongs to you.

Of all the sad things that ever happen I, I believe this little story is the worst. Not so long ago, train No. 16, bound for Cumberland on a Saturday afternoon, carried two young ladies who were the picture of happiness; life was simply at its fullest. But imagine the terrific cloud that came when alighting at Cumberland, that cast anxious eyes about to find no prospective husbands. They came back all right, but don't ask them anything about that trip to Cumberland. Possibly the rest of us will profit by their experience and when embarking on the stormy sea, will see that our futures are safely launched on our arms and won't permit them to get more than 10 feet away until they repeat the fatal "I will." Of course, I may have been misinformed but the persons who told me this story were so seemingly truthful about it that I simply had to believe it.

Here's to the baseball season! May it soon be on—but oh, what sympathy we are going to be calling into play! Personally, I have heard of no less than 29 grandmothers who are going to expire this summer and the only thing that I regret is that I haven't about five myself. They could be pretty sick for one game and then, well, it would be some other calamity for the next time.



View of standard track west of No. 23 Tunnel, west end, Parkersburg Branch, Monongah Division. This is the first class B standard gravel track that Ira E. Baker and crew of Kanawha Station (as seen in the upper picture) have built in his twenty years' experience as section foreman

Please mention our magazine when writing advertisers

The Vose Grand

represents 70 years of experience devoted to the attainment of an ideal. Its incomparable tone brings a lifetime of satisfaction to the lover of good music.

We Challenge Comparisons

Write for our beautifully illustrated catalog and floor pattern of the Vose Grand, also our easy payment plan.

Vose & Sons Piano Company
165 Boylston Street
Boston, Mass.

Prospectus

"Sir—The name of this organization shall be the Public Printers. Any adult male who owns a suitcase, valise or carpet-bag shall be eligible for membership.

There are no dues, but there are duties, viz.:

Whenever a member sees a woman on a train or in a trolley car bring out her mirror and powder her nose or rouge her lips, he shall:

Open his bag, produce a large comb and run it through his mustache.

If he has no mustache he shall bring out a pair of military brushes and slick his hair.

If he has no hair, he shall get out a whisk broom and brush his clothes.

If he has no clothes, he shall bring forth a blacking brush and polish his shoes.

If he has no shoes, he shall produce a small tub with water, soap and washrag and take a bath.

The motto of this organization is:
Privacy be damned."

—Selected

Monongah Division

Correspondent, CECIL B. BAKER

Office of Division Engineer

The late Frank E. Fuqua

Frank E. Fuqua was born at Fork Union, Virginia, on April 5, 1869. He entered the service of the Baltimore and Ohio as extra operator on the Monongah Division on February 10, 1901. On September 16 of the same year he was promoted to train dispatcher, which position he held until he was transferred, on March 1, 1916, to Baltimore as supervisor of transportation. He held this position until November 1 of the same year when he was returned to the Monongah Division as division operator, which position he held until his death.

The news of Mr. Fuqua's death came as a distinct shock to the entire division family. About February 1, he became ill of influenza and was confined to his bed for a few days. He seemed to recover, however, and went to his old home in Virginia to recuperate. It was the general impres-



The late Frank E. Fuqua

sion that he was getting well fast. On February 26 he wrote to friends in Grafton saying that he was doing nicely and that he would return in a short time. On March 2 the word came that he was dead.

Mr. Fuqua was one of the best known and best liked men on the Monongah Division. He had the courteous manner of the true Virginia gentleman he was, and possessed a disposition that made all who knew him admire him. His position may be filled by another but his place in the hearts of his friends will be forever vacant.

The late T. A. Deegan

On March 1, the Monongah Division was deprived of the services of one of her most faithful employes by the death of T. A. Deegan, platform foreman at Grafton Freight House.

Mr. Deegan was born at Bellaire, Ohio, on August 21, 1856. He entered the railroad service on October 3, 1876, at Wheeling as platform foreman. From September 14, 1886 to June 20, 1890 he was caller at Wheeling, and from the latter date until September 10, 1901 was foreman at Benwood. He was then transferred to Grafton where he remained until his death.

Respect and affection for Mr. Deegan were not circumscribed by railroad circles. He was well and favorably known by all the business men of Grafton and vicinity as well as by those with whom he was associated in his social and religious life.

Charleston Division

Correspondent, M. W. JONES
Secretary to Superintendent
Smile!

People come into your office daily for the purpose of purchasing tickets, dispatching freight, asking for information, etc., but underneath the exterior there is a cord of sympathy in every human breast waiting to be vibrated by a cheery smile, a kind word and COURTEOUS attention. Start the vibrator. "It's the voice with the smile that wins."

Business conditions during February showed some improvement over January, coal business being exceptionally good. Lumber business showed only a slight improvement. Weather conditions were bad during the month, resulting in delays and interruptions from slides, rock falls, etc.

We have all read "Mirrors of Washington" and "Mirrors of Downing Street" in

our daily papers. It may be of interest to us to read a few "Mirrors of the Charleston Division," and so here's the first.

Years ago—who will say how many?—in the little town of Vandalia, Lewis County, West Virginia, there was born Pierce D. Marsh, destined later to become a prominent figure in the daily life of the Charleston Division of the Baltimore and Ohio. In his younger days he became afflicted with "Wanderlust" and went with the First Nebraska Regiment to the Philippine Islands. Becoming tired of this life in the tropics, he secured an honorable discharge and in 1899 was employed as a fireman on our road. In 1901 he became a freight engineer, and in 1906 a passenger engineer, which work he stuck to until 1917 when he was appointed road foreman of engines, which position he holds today. To the early days of Marsh's railroad experience as an engineer, there hangs a tale, which is written in red letters on his service record. In 1907, while engineer on old No. 6, running from Clarksburg to Pickens, while ascending Fisher Summit he saw in the distance nine loads and two cabs off a freight which had broken apart at the Summit, coming towards him at runaway speed. Quick as a flash, Marsh reversed his engine and started down the hill as fast as he could turn a wheel. Using his judgement he allowed the runaways to catch him at the foot, and caught them with the result that but very slight damage was done to his engine and practically none to the cabs, but what was far more important, the lives of the passengers were saved, no one on his train being even bruised. For his cool judgement in a trying situation Mr. Marsh was presented with a watch by the Baltimore and Ohio Railroad, and with a Carnegie medal by the Carnegie Foundation. It will be seen, therefore, that even back in the days before the formation of the Charleston Division, our friend was a believer in the slogan "Think About It." We take pleasure in presenting to our readers a photo of Mr. Marsh in our column of honor this month, a place he deservedly fills. Of a calm and diplomatic nature, Mr. Marsh stands high with his superiors and with the employes with whom he has worked for so many years.

Among our visitors during the past month, we noted C. T. Allman of the Telegraph Department. His caretaker, Mr. Donnelly, however, was not with him; therefore we assigned one of our number to see that he "watched his step" while so far away from home. "Joe" McCaghey was also with us for a day or two—as always—a welcome visitor. G. D. Dreschler, after a long absence, again graced the division with his presence, but among the missing we number our old friend Utterback. Anyone seeing him will please advise him that Weston is still on the map, and head him in this general direction.

"If YOU could read the thoughts of our patrons, as they leave our trains, we wonder how often you would discern kind and friendly impressions of your dealings with them. Show them that you are a regular fellow—and that can mean but one thing, more business for your Company, and more work for you."

Conductor A. Kiddy, Brakeman E. Newlon, Steward J. A. Crouse and Porter Robert G. Anderson, trains 57 and 58, running between Grafton and Charleston, have been highly commended for their courtesy and care of passengers. Through this courteous treatment a party from New York, who had intended to return via a competing line, decided to use our line on the return trip.

Superintendent Holverstott and Assistant Superintendent McClung, of Grafton, recently passed through Weston, on their way from Clarksburg to Buckhannon and Grafton, deciding they would like to take a short ride over a "real" Railroad.

Full information regarding the "Annual" block system will be gladly received by a young lady in the Superintendent's Office. She wants to study it. Similar information will be gladly received regarding good linaments.

A. C. Mason and his wife were given a surprise shower by the Charleston Division employes, shortly after their recent marriage.

We are glad to report that Trainmaster J. D. Nicholas has entirely recovered from his recent illness. Our sincere sympathy is extended to Trainmaster W. C. Deegan, on the death of his father, the latter a veteran of the Baltimore and Ohio service at Grafton.

We are in receipt of a letter from Mrs. Theresa Ramsburg, asking that we express her thanks to all Charleston Division officers and employes for the sympathy extended on the death of her husband, Engineer Ramsburg.

Congratulations are extended to Engineer Shea on his recent marriage. Our best wishes for prompt recovery are expressed to Mrs. W. F. Miles, wife of conductor, who is in the Baltimore Hospital; to Passenger Brakeman "Si" Perkins who has resumed duty after an operation for appendicitis, and to Fireman G. W. Firth, recovering from an operation for appendicitis.

In our columns this month, you will find a photo of Dorothy Ann, the little daughter of Assistant Chief Clerk Pickens. A small railroader in the growing.

Our friend Miss Helen Beyerley, stenographer to the assistant superintendent, has returned from a trip to New York. She was relieved by Mrs. C. H. Sanders. We understand Miss B. had considerable difficulty in finding her way 'round, but she tells us that Baltimore and Ohio people put her on the right track every time, and so she was able to return to us without the necessity of our putting a detective on her track.

A Ladies' Committee has been added to the many activities of the Y. M. C. A. at Gassaway. Mrs. J. H. Bowen is president, and Mrs. J. M. Davis, secretary. They hope to launch a number of activities among the ladies and girls of Gassaway at an early date.

F. H. Remaley, our popular storekeeper, Gassaway, was a recent visitor at Wheeling and Weston. We show you his photo in our notes this month. Mr. Remaley has not been long with us, but long enough to make a warm place for himself in the hearts of his fellow workers. That he is a living exponent of "Good Housekeeping" is a fact, as is shown by a photo of his storehouse which we printed in our MAGAZINE a few months ago.

It is said that Clerk A. Crosslin, Car Department, at Gassaway, recently took a trip to Baltimore and the east. We have our doubts, however, whether the said trip extended far beyond Weston.

General Foreman C. E. Shepard, Gassaway, is off because of ill health, and is recuperating in Florida. We hope to see him back soon. Our old friend "Bill" Longwell, formerly of Buckhannon but now of Clarksburg, is recovering—we are glad to say—from a recent operation. He is doing it in Gassaway—"There's a reason."

The Gassaway Baltimore and Ohio Basketball team, consisting of Frank Henrietta, "Jimmie" Sergeant, "Jake" Williams, Ralph Boggs and Doyle Boggs, has won many games this year. The Baltimore and Ohio band is always on hand to liven up their games with music.

Dr. L. A. Jarrett, Company surgeon, Gassaway, and brother of one of the Division's finest conductors, has given up his position to take a post graduate course at Baltimore.

Get General Car Foreman Frank Garber, our old friend, to tell how he got "left" the other day. He was called to Wheeling for a business meeting. At Clarksburg, however, after he was all set for a day or so in the big

town, a wire was received reading: "Meeting busted, go way back and sit down."

Engineer B. M. Shears, Elk Line, has been commended on two occasions recently for good judgement in handling his engine.

"Soon after a man learns to drive his car, he wonders why the trains don't heed the 'Stop-Look and Listen' signs at the crossing."

A drive is being made on the Charleston Division by officers and safety committeemen to instill into the drivers of autos the lesson of "Safety First." Good results are being obtained.

We show you here a photo of Section Foreman "Sam" Goodwin, of Elkins, one of our

Illinois \$5.75 Per Month



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This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement. Montgomery Dial, handsome guaranteed 20-year gold-filled case. **Guaranteed to pass inspection on any railroad.**

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old timers. Entering the service in 1896 as a trackman for the W. Va. and P. R'y. Co., he went with the R. & C. B. in 1898, and to the Coal and Coke in 1898, as foreman, where he has been ever since. Mr. Goodwin is a strong advocate of "Safety First" and during his service has not had a man injured in his gang. He hopes to keep up his record, and we believe he will.

"THINK—The young man who applies himself to Thinking will, bye and bye, be amazed to find how much there is to think about. He should never be content to take things as they are"—Kahn.

A prominent and useful figure in our daily passenger service is Brakeman E. F. Sands, whose photo appears this month. Popular with his passengers, "Courtesy" is his middle name. We also show you a photo of Freight Brakeman H. Duffield and his son Burlin, and then another of Freight Brakeman C. W. McMorrow (Sands is hiding behind him for some reason—natural modesty probably). Then we have another group of the boys at Gassaway, consisting of Brakemen McMorrow, Cogger and Brown, all good Safety First men.

As we told you last month, Passenger Conductor J. R. Cox and his wife were in Morton, Wash., hunting big game. Fisherman "Jimmie" has returned to his old job on the Pickens Line. Here in the photo you see him with one of his "kills." A fine large deer head now graces our office, brought there by the hand of "Jimmie." He says he killed it personally. The proof of the pudding is in the eating they say. Let it go at that. It's a beauty anyway.

FOREIGN CARS EAT MONEY EVERY DAY THEY STAY HERE.
CHASE 'EM!

We are in receipt of advice that H. L. Dow, formerly stenographer to our assistant superintendent, Gassaway, is now secretary to the superintendent of the Dining Car Department, Northern Pacific R'y, St. Paul, Minn. Our congratulations and good wishes!



'WAY DOWN ON THE CHARLESTON DIVISION

1. "Hogger" Duffield and his little son Burlin.
2. Brakeman E. F. Sands. 3. Dorothy Ann Pickens. 4. Road Foreman of Engines P. D. Marsh. 5. "Brakies" Three; C. W. McMorrow, C. C. Cogger and J. D. Brown. 6. Section

Foreman Samuel Goodwin, Elkins, W. Va. 7. Storekeeper Remaley, camera hunting. 8. Brakemen McMorrow and Sands, playing peek-a-boo.

9. Passenger Conductor J. R. Cox and a fine catch

Please mention our magazine when writing advertisers

Did you know that Father Schude is raising chickens? Yea, boy! 16½ eggs per day is the record. Don't know just where the half comes in—but then's his figures. His wife says he's so interested in the "CHICKENS" that when he gets back from the office she has a hard job to make him even come in and eat. Never have that trouble with "Bill" Severns, we'll bet. By the way, "Bill" takes a two mile walk every day trying to get off a little surplus weight. We think the best thing would be for his wife not to feed him so well. She's some cook! For proof—SEE "BILL." He's dancing a whole lot, too, these days, and so perhaps we may see results later.

"It's better to say 'This one thing I do' than to say 'These forty things I dabble in.'"

Our old pal, "Sam" Strachan, assistant to the general freight traffic manager, paid us a flying visit the other day. We were glad to see him, to see him looking so well, and to know that he doesn't forget the old division.

Our fuel performance has been disappointing for the past couple of months. (See fuel bulletin.) The Charleston Division is not in its proper place—First. Get busy and let's put her there.

COURTESY IS AN ASSET

The old fashioned idea that a Railroad must maintain a cold, conservative atmosphere has been dispelled. On this Railroad we hope our patrons will meet men who consider courtesy an asset. Invite your friends to patronize our service, with the assurance that the size of their shipment or the distance they travel will not regulate the courtesy we extend. Treat them as your guests, and remember—every dollar you add to the revenue of the Baltimore and Ohio means just that much more for construction work, and for the employment of more men. Won't you do your little bit with this end in view."

Claims are a big item. Our Claim Prevention Committee is working all the time. What does Claim Prevention mean to YOU, individually? Every claim prevented is just that much money saved for more useful purposes, and the WASTE of just what much avoided.

Wheeling Division

Bellaire, Ohio

Correspondent, J. S. STAMM

Our noble councilman from Shadyside, Harry Koenemund, chief clerk to freight agent, was absent from duty because of sickness. We are glad that he is back on the job again.

A "theft" which has been in the limelight ever since Christmas has just concluded its final chapter. E. J. Kincaid, our "Beau Brummell," purchased a very large and attractive box of candy for Anna for Christmas. E. J. hid the candy in the Freight Office while he wandered forth to purchase a card for the occasion. When he returned the candy was gone.

Earl made a canvas of the office force but aside from much sympathy, and not a few ill-concealed giggles, the search proved futile. As a last resource our "Limb of the Law," "Bobby" Evans, was pressed into service and was promised a good cigar when the candy was located. But, strange as it may seem, the candy was not located until Earl, fully realizing that Anna must have her candy by Christmas, had to purchase another box. Now, just as soon as box No. 2 had been purchased, Box No. 1 was found

by Mr. Evans and had to be passed out to the force. Some treat! The promise cigar has just been received and Mr. Evans says it is one of the finest five cent varieties on the market, and "Bob" adds—"Next time I hide a box of candy from Earl, I will get the cigar before I find the candy."

We have noticed in the "Among Ourselves Department" of our MAGAZINE, some things that we would like to be seen in some of our officers, but in Bellaire we never expect to live to see the day when:

Mr. Pomeroy will be without his "Smokeless Tobacco"

Betty won't want an Eskimo pic
Allen won't have his hair cut every Saturday

Charlie Harris without a "wheel barrow"
Bernard craving to be a snake charmer
Some of the fish "Jack" Pryor catches
"Dad" with a shave
Or I. M. Hite failing on an "Air" exam.

Signal Foreman A. J. Wells, who has been in the hospital for the past month, died early on the morning of March 18. Mr. Wells has been in the service for many years. We will miss his happy smile.

We were very glad to learn that Operator R. C. Zimmermann, "J" Tower, who has been absent because of sickness, will soon resume his duties.

General Yardmaster "Phil" Reilly, who was called to Lynn, Mass., because of the serious illness of his mother, has returned with the welcome news that Mrs. Reilly is now out of danger and is much improved. We are glad to have you back, "Phil."

Operator Keenan has just finished a course in "Domestic Science." It is understood that in the near future invitations will be issued for a good old time dinner to celebrate the completion of Operator Morgan's "Little Bridge."

Congratulations are extended to Mr. and Mrs. C. S. Rice, who have a new baby girl at their home. Mr. and Mrs. Harry Smith are also most heartily congratulated on the arrival of a baby girl. Harry is receiving clerk at the Freight Office.

Our ever alert guardian, R. R. "Rail Road" Evans, can count his friends by the thousands, but that black pipe of his is friendless. There was, at one time, a rumor that he was going to buy a new pipe, but "R. R." says there is no truth in it. He further states that we should appreciate it since he has to go all the way to 49th Street to purchase that particular brand of tobacco. We believe it, but what we marvel at is that he is permitted to smoke that pipe within the city limits. It is, we suppose, a case of "Love me, love my pipe."

Bridgeport, Ohio

"Jack" Murphy, our esteemed billing clerk, created quite a stir with his new spats and cane. "Jack" says they are not new; he has been wearing them for a month—around home. His dad followed him all that time and would not let him get out of the house with them on.

Holloway, Ohio

Correspondent, O. R. TELLE

In the past month, the spirit of the safety meetings was again awakened, and a meeting was held in the Office of the Assistant Master Mechanic. All the crafts were represented, and several important issues pertaining to "Safety" were discussed. With the co-operation of everyone, safety meetings will be a wonderful success.

Mr. and Mrs. C. H. Douglas are the happy parents of a new baby girl. Congratulations!

On February 13, a fire suddenly broke out in the home of Robert Karr, who is employed as stationary engineer at this station. As soon as the call of fire was heard, shop men and other citizens of Holloway immediately responded, and put forth a gallant effort to save Mr. Karr's property. But the fire had too much of a start, and the property burned to the ground, burning also the furnishings. The fellow employees of Mr. Karr join in extending sympathy to him.

Any one wishing to learn the fine points of flying a kite can obtain latest instructions from Night Roundhouse Foreman W. O. Kennedy who gives lessons daily when the weather permits.

Gladysce had two little lambs,

With legs as long as could be,

And every place that Gladysce went,

The lambs you were sure to see.

"I take this means of thanking each and every person for the effort put forth in trying to save my home, and who extended their sympathy in such a substantial manner, thereby helping me to establish a new home.

"I also wish to thank the officials of the Baltimore and Ohio Railroad, who were so thoughtful of my interests as to permit one of their engines equipped with fire fighting apparatus to come near to the scene of the fire and assist in extinguishing the blaze."

(Signed) R. M. KARR

Western Lines

Cincinnati Terminals

Correspondent, JOSEPH BEEL

The accompanying picture shows Mrs. Mabel Schatz, our expert record clerk, employed in the Local Car Record Office, taken at her home in Norwood, Ohio.

"She's a rotten sermon," grumbled the big Swede from one of the Twin Cities when he returned from his first attendance at an American church, "all the time the minister talk about St. Paul and never say a word about Minneapolis."—*M. M. C. News.*



Smiling Mrs. Schatz. Mabel is our record clerk, Cincinnati Terminals

Newark Division

Correspondent, B. A. OATMAN

At the regular meeting of the Baltimore and Ohio Veterans' Association, Newark Division, which was held on March 2, the initial move toward securing an increase in the pay of pensioners was inaugurated by the appointing of a committee of sixteen, who will canvas every department on the Newark Division. These will ascertain if the majority of the employees favor an increase in the monthly insurance deduction, the extra amount to be set aside as a fund to be used in increasing the monthly pay of all Baltimore and Ohio employees who are now or will be placed on the pensioners' roll.

The committee appointed is made up of live wires who no doubt will bring this matter to a successful finish. When you are asked to sanction this feature we hope that you will, without any hesitating, offer your assistance in this worthy cause.

We were very much pleased indeed, to have Vice President and Mrs. J. M. Garvey with us at the meeting. The remarks by Mr. Garvey lead us to believe that the Newark Division Vets have made the initial move of this kind on the system. Let other divisions fall in line.

The Stores Department reports the following new arrivals: John Vernon Husband on February 10; William Ellwood Stockdale and Mary Bell McKnight, both on March 4. Mr. Husband is employed as order and receiving clerk; Mr. Stockdale as invoice clerk; and Mr. McKnight as supply clerk. Congratulations, boys!

We notice that Clerk Earl Holman is sporting a dandy new typewriter desk,



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marek, Newark, Ohio. C. E. Brennan has been made storekeeper, Zanesville.

We are indeed fortunate in being able to present herewith a picture of Miss Ruth Isabel Grimm, charming granddaughter of General Yardmaster "Cliff" Grimm.

Miss Ruth is twenty months old, is full of life, and promises to be just as good a conversationalist as her ancestors.

W. A. Johns

Born April 8, 1847. Died February 25, 1922. Mr. Johns entered the service of the

Baltimore and Ohio as brakeman at Zanesville, Ohio in June, 1868; he continued in this branch of the service in Zanesville Yards until February, 1888, when he was transferred to Newark, Ohio, where he continued in the yard service until 1905, when he was assigned to the care of one of the yard targets. In 1910 he was made crossing watchman in west end of Newark Yards, an important intersection point with the Pennsylvania Railroad. In 1917, Mr. Johns was placed on the Pensioners' roll after a long and faithful service.

No railroad man in this vicinity was better known than Mr. Johns and his death is regretted by all, but particularly by his older friends and members of the Baltimore and Ohio Veterans' Association, to which he belonged and in which he took an active part. Mr. Johns leaves a widow and four children: J. Albert, of the Division Accountant's Office; Daniel, Loretta and Agnes Johns.

The sympathy of the Baltimore and Ohio employees of the Newark Division is extended to the widow and family.

The Ladies' Auxiliary of the Baltimore and Ohio Veterans' Association held its annual installation of officers at Newark, Ohio, at Engineer's Hall on East Main Street. After the ceremonies a sumptuous chicken dinner was served to the seventy-five ladies who attended.

Division Accountant's Office Newark, Ohio

Correspondent, Miss MARY GAINES

Otto H. Reichert, who has been absent from the office for some time suffering from an attack of rheumatism, is improving and is able to be about again.

L. J. "Doc" Savey, has been assigned to the position of C. & N. accountant, vice J. S. Price, who is ill.

"Bob" George has returned from Mt. Vernon, Ohio where he attended the annual convention of the Elks.

Miss Anna Weigand has been absent from her duties as file clerk to superintendent for a few days because of illness.

We are glad to announce that Robert Laird, son of chief clerk to division superintendent, is recovering nicely from a severe case of pneumonia.

Every railway clerk in Newark has been given a supply of both flower and vegetable



STORES DEPARTMENT, CASTING PLATFORM, IVORYDALE, OHIO

Right: Little "Bobby" Wilson and "Billy" Pershing, twin sons of Switchman and Mrs. Charles E. Connor, Cincinnati, Ohio

fully equipped with four legs and insulators. We do not understand just how Earl gets all the finery unless it is due to his ability to make up good requisitions.

In taking a census of the forces employed in the Stores Department, we discovered that seven clerks are employed, all are married and seven boys and three girls grace the homes of the seven clerks. Congratulations, boys, but we would like to hear from Earl.

We hear that Chief Clerk Kinney is using his extra hours after work in shining up his fishing tackle. Of course, he does not care to have this made public, but we expected to hear this anyway as Walter is a devoted follower of Isaac Walton.

Zanesville Stores Department has been taken over by Division Storekeeper Kaz-



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seeds, donated by Congressman Willis. Now dig up your spade, hoe and rake and get busy. Let's make 'em grow!

We are glad to announce that J. S. Price, C. & N. accountant, is gaining some strength. He has been moved from the hospital and is now under the care of relatives. Mr. Price had a stroke while at his desk some time ago and did not regain consciousness for over a week.

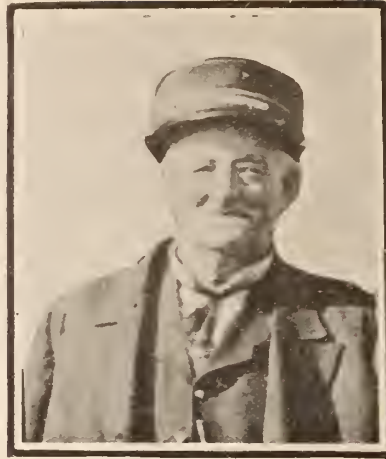
Sandusky, Ohio

Correspondent, Miss I. C. MARTIN

Sandusky furnished a good ice crop this season; all lines at this station put up a good supply at the various icing stations. The Nickel Plate Road procured part of their ice for the Bellevue plant here. About 3000 carloads were handled out of Sandusky besides the huge amount which was stored.

Business at Sandusky has been good for the first two months of 1922, both months showing a nice increase over the same period of 1921. Prospects for spring look good. Our stone and sand shippers are figuring on a good year in road building.

Things we would like to, but never see; in Sandusky office.



The late W. A. Johns

"Mick" without his hat; "Joe" without an argument; "Charlie" smoking; "Jake" without his Beechnut tobacco; "Fred" with nothing to do.

"Jake" spent two weeks last fall in New York. While there he visited the Bowery

where he saw people so tough that they played tiddledy wink with the sewer covers.

"Mick" says to beware of the following months: they are unlucky in which to get married: January, February, March, April, May, June, July, August, September, October, November, December. He has kept away from them.

Allen Kroft, towerman, Sandusky, is passing out the cigars. Friend Stork left a seven pound boy, born on Washington's Birthday. He surely ought to be a great man. We extend our congratulations.

Such a dainty little Miss is Ruth the two year old daughter of Yard Clerk H. R. Ronehouse. We certainly will have to give this picture the sobriquet "Cupid."

Note our pretty pictures of the ice at Sandusky, on this page.

Marietta, Ohio

Correspondent, S. B. HENDERSON, Agent

Veteran Engineer G. W. McClure is still confined to his home because of illness.

Freight House Foreman Mickle is again on duty after a bad spell of grip.

We have three new faces in the Freight



ALONG THE NEWARK DIVISION

Pictures 1, 2 and 3 show how the ice piled up at Sandusky last winter. All nearby railroad lines were supplied from this crop. 4. Little Isabel Grimm, granddaughter of the general yardmaster, Newark. 5. Freight Agent W. O. Stockwell, Mansfield, O. 6. Part of a train of 20 or more cars from the C. & G. Cooper Co., on the way to Casper, Wyo.



Above—Little Ruth Stonehouse. Below—The late Allen Stubbs and his little son, William Allen, 6 years old

Agent's Office; Chief Clerk G. R. Steen, Utility Clerk C. V. Brangham and Way Bill Clerk J. M. Reed. We welcome them into our midst.

February 22 was a gala day in Marietta. With a monster Good Roads meeting on hand, the city was honored by the presence of Governor Davis, State Highway Director Herrick, Secretary of State Harvey Smith, and other notables from over the state.

In the evening the Marietta Chamber of Commerce gave a banquet (an annual affair), and the Baltimore and Ohio was represented by General Passenger Agent George W. Squiggins, Division Superintendent H. G. Kruse, Division Freight Agent E. N. Kendall, and Traveling Freight Agent E. C. Doudna. This day saw the return of the Marietta and Vincent Railroad to the Baltimore and Ohio stations. The party came to Marietta with four coaches loaded, the Reilly boys in charge. They were piloted by Road Foreman of Engines R. A. Vernon. Conductor Schilling was in charge of the welfare of the party.

Mansfield, Ohio

Correspondent, C. R. STONE

There seems to be a good outlook for increased business at this station judging from the following:

The new Open Hearth Plant of the Mansfield Sheet Tin Plate Company, North Plant, located on the Baltimore and Ohio, and on which work has progressed during the winter months, is now nearing completion. It is expected that the plant will be in operation in a short time. This will mean additional business and revenue for the Newark Division. We are looking forward to a nice inbound and outbound business.

The new plant of the Columbia Tire and Rubber Company located on the Baltimore and Ohio tracks, is now in operation. The plant is on full time basis and it is predicted that the volume of business of this company during the present year will amount to approximately \$3,000,000 and that they will market one hundred per cent. production. This means that there will be a nice in and outbound business from this source.

Recognizing Mansfield as the best city on Newark Division, from the standpoint

of production of business, we always endeavor to cooperate with the manufacturers in regard to their orders for car equipment and to do our best to fill all orders.

Mansfield's position as a manufacturing city is clearly shown in summary for the cities of Ohio in statement of the census bureau of manufacturers. But three Ohio cities, Akron, Marion and Columbus, showed a larger percentage since preceeding census. Mansfield's increase in value of products was 210 per cent. This is one of the many reasons why the Newark Division of the Baltimore and Ohio is maintaining its position, to the delight of employer and employees.

The Think and Act Drive and its purpose have taken possession of the men at this station, and the Railroad and the public are both enjoying the benefit. As a result of this continuous drive, Loss and Damage is being reduced to a minimum. This drive is causing the men to think and act and to use their best judgement in the handling of fragile, as well as other articles; the result is being noted and comments are being made in the same way as was noted during our Perfect Package Drive.

The correspondent at this station is endeavoring to put Mansfield to the front in the columns of our MAGAZINE, and will welcome any information from any of the departments at Mansfield. With this greeting to the magazine readers, I wish you all good luck:

What boon shall I ask for?

A few friends to assist me,
The green earth around me,
A bright sky above me.

Give me the true friends,
Who will assist me,
In the Winter's dark hours,
As in Summer's bright day.

Allow me to introduce to the Baltimore and Ohio Family, W. O. Stockwell, our hustling freight agent, who is always looking after the interests of the Railroad. When in Mansfield, if you are looking for some one to show you around, just drop in on Agent Stockwell, who, I am sure, will be glad to render you any assistance possible.

Mt. Vernon, Ohio

Correspondent, J. R. PRICE, Agent

Third Trick Operator E. J. Lett has been off duty for several weeks because of illness. We are glad to hear that he is improving and hope to see him back in the harness soon. Mr. Lett has been in the service thirty-eight years.

The C. & G. Cooper Co., Mt. Vernon, Ohio, has made a shipment of twenty some cars of machinery and stationery engines to Casper, Wyoming. These shipments moved via Chicago and C. & N. W. and made excellent time both over our line and the North Western. The shippers were well pleased with the handling of this machinery. The accompanying picture shows nine cars loaded and ready to move to Chicago.

Barnesville, Ohio

Correspondent, F. B. AULT

After an illness of short duration, Allen Stubbs, section foreman, Barnesville, Ohio, passed to his reward on January 12. Mr. Stubbs entered the service of the Baltimore and Ohio as laborer in June, 1889, and was soon made section foreman on the C. O. Sub-Division. He continued in the service in this capacity until a short time before his death. He was a man well liked by all his fellow employes and friends. He is survived by a wife and five children. We extend our sympathy to the widow and family. The accompanying photo shows Mr. Stubbs and his six year old son, William.

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Don't trust to luck or to your ability to "pick up" the knowledge you need. For you may find too late that you didn't pick up enough to enable you even to "get by," let alone pass with a high average. And failure to pass means a black mark against your record and the loss of valuable seniority rights.

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Columbus, Ohio

Assistant Correspondent,
MISS EDITH ROACH

Blood poisoning caused the death of Thurman Shively on March 2, poison being traced to a defective tooth. He will be remembered by many friends as having been in the service for a period of ten years, leaving the service one year ago because of poor health. He leaves a wife and daughter to mourn him. The sympathy of the clerical forces is extended to the widow and daughter.

The Get Together Club celebrated the birthdays of the Misses Edith Roach, Hazel

Casher and Marie Brink during the month of March, by entertaining them with a dinner and theater party. They still tell their ages.

Miss Kathryn Funke entertained the sewing club on February 28. We have a few new members.

D. H. Reese, rate clerk, has been promoted to rate clerk in the Division Freight Agent's Office, Newark. We are sorry to lose him, but we wish him success in his new position.

New Castle Division

Correspondent, J. A. JACKSON

The Baltimore and Ohio Basketball team rang down the curtain on the season of 1921-22 with an elaborate banquet, served in the private dining room of the Knights of Columbus Club, on Tuesday evening March 14. Superintendent D. F. Stevens was the principal speaker of the evening, and his remarks were interspersed with bits of humor, and personal anecdotes that proved highly entertaining. He left one thought with us. The team, representing the Baltimore and Ohio, he stated, should carry out the motto of President Willard, which is, "BE A GOOD NEIGHBOR." That said Mr. Stevens, is all we could hope and ask for. If you are a good neighbor in sports, a good neighbor in business, your life must necessarily be clean, your play above reproach, and success assured, whether on the athletic field or in the business office or shop.

Sheriff W. G. Andrews, one of the best known and most prominent athletes in New Castle, spoke on the athletic activities in the city, and Harry Day, physical director of the Y. M. C. A., gave a resume of the

activities of the City League and its prospects for next year. He also paid a tribute to the Baltimore and Ohio players for their clean sportmanship, and the excellent showing they made in the City League. Captain Suber responded to the toast, "Our Team," and thanked the players for the hearty co-operation during the season, predicting a better showing in the league next year. Captain Suber then presented Superintendent Stevens with a beautiful framed picture of the team, which was highly appreciated by the recipient. Music for the occasion was furnished by the "Dixie Jolly Seven," and a vocal solo rendered by Thomas J. Cunningham, was a pleasing feature of the evening. The evening's pleasure was brought to a close when all joined in singing "The End of a Perfect Day."

Thomas Kersey, machinist helper, New Castle Junction Shops, is fast making his mark in the music world of this city. He has recently assumed leadership of the Dixie Jolly Seven Orchestra, one of our leading musical organizations. We know "Tom" will make good in his new duties, and we're all pulling for the best orchestra in town.

Just A Reminder

Saturday July 15 is the day and date for the annual picnic of the New Castle Division employes. The place is beautiful Brady Lake. The same capable committee that handled the picnic last year is in charge. This is an assurance that everyone attending will have a good time. Let's all boost for a bigger and better picnic.

One of the prettiest weddings of the early spring was solemnized in the marriage of Miss Beatrice Gaston, stenographer, Division Accountant's office, to James C. Glenn, chief clerk to the division storekeeper. The

ceremony was performed in the parsonage of the Second U. P. Church, with the Rev. A. J. Randalls officiating. It was witnessed by a few intimate friends and relatives of the bride and groom. A wedding dinner was served in the home of the bride, after which the happy couple departed on a honeymoon trip to the Pacific Coast. The bride is one of the most popular girls employed in the Division Office, and has a host of friends among the younger set in New Castle, being a graduate of the local high school in the class of '18. The groom also has a large circle of friends. He has been chief clerk to the division storekeeper for the past three years, and is an athlete of no mean ability, having played on the New Castle Division Baseball Team, as well as on the Basketball Team this year. He is a graduate of the Lonaconing, Md., High School in the class of 1916. After May 1 the happy couple will occupy their newly furnished home in New Castle. The best wishes of their many friends go with them.

Brakeman W. A. Seward and Conductor A. E. Ferguson, both residents of Painsville, Ohio, were visited by the stork recently. A baby boy was left at each of their homes. (El Verso's are now in order.)

Two and a half months of rough and ready basketball, hard training and no little fun were ended at the Y. M. C. A. on Monday evening, March 6, when the Baltimore and Ohio Five and the Shamrocks met in the game that was to decide the championship of the City League. The Shamrocks won out in the last few minutes of play, but not until the final whistle announcing the end of the game, did the hard fighting Baltimore and Ohio Five give up the battle. The game was one of the best seen on the local floor this season, and out of the din and roar of the large crowd of rooters who witnessed the



NEW CASTLE DIVISION BASKET BALL TEAM

Left to right, standing: Burnett, guard; Kocher, forward; Jackson, manager; Weiss, guard; Van Fossen, guard. Sitting: Eilbeck, guard; Suber (captain) forward; Buckingham, forward

conflict, could be seen the fighting figures of Captain Suber and his team-mates straining every ounce of muscle and energy in the struggle that meant the highest honors in the league, and the beautiful silver cup, which was donated by the "Y." The final score was 24 to 18 but the game was really closer than the tight score indicates. The Baltimore and Ohio Five took the lead early in the game, only to be overtaken by their opponents. From that time on, it was first one, and then the other, forging to the front, until the final few minutes of play, when the Shamrocks went into the lead not again to be overtaken. The teams were evenly matched, as each had won ten games and lost two in the league, and were never in any danger of being overtaken by the other four teams. The line up follows:

Baltimore and Ohio	Shamrocks
Suber,—F.	Hoskins,—F.
Buckingham—F.	Wadsworth—F.
Weiss—C.	Smith—C.
Kilbeck—G.	Thompson—G.
Burnett—G.	Coen—G.

Field Goals: Coen, 3; Hoskins, 2; Smith, 1; Suber, 2; Buckingham, 2; Weiss, 2.

Foul Goals: Coen, 12 out of 19; Suber, 6 out of 15.

Substitutions: Van Fossan for Kilbeck.

Referee, Herbst. Scorer, Sturdy. Time-keeper, Day.

Cleveland Division

Correspondent, A. E. BECKER

We are about to lose the services of our handsome yard clerk "Jack" Reilly, who no doubt, will accept the offer made by the Metropolitan Opera Company.

Chief Yard Clerk Gander recently attended a wedding and returned to work the following day with a black eye. Some wedding, eh?

Freight House Foreman T. O'Hara was much disappointed at the "Smoker" given the Cleveland Welfare Association because he was requested neither to sing nor to fight.

Miss Cartwright, Local Freight Office, was married to Mr. Arthur Rolof on February 18. The wedding was a quiet home affair. We all join in good wishes.

Wonder when the Christmas diamonds that appeared in the Cashier's Office will be supplanted by a carved narrow band?

We wonder if Mrs. Garvey liked the surprise gift which mysteriously appeared on her desk.

It's a sure sign of spring when you see the boys at Cleveland warming up for the summer hobby, "Indoor Baseball." We hope that Medical Examiner Church keeps enough liniment on hand to rub up the boys' arms.

We understand that "Ted" Southern, clerk, Car Distributor's office, has visions of a partner for the balance of his life. Of course, there is some uncertainty about this as "Ted" has made several changes in the date he expects to pull this stunt off.

We have heard a lot of "Sandhouse talk" recently about Chief Dispatcher "Pat" O'Leary, buying up Texas. There may be some truth in this for we know that he has practically bought enough oil stock now to own three-fourths of the state.

Things that never happen in the Cleveland Freight Office:

Gerry growing thinner
Pearl growing the other way
Miss Smith losing her dignity
Letitia without war-paint
John Disler without soap



The Baltimore and Ohio Novelty Orchestra, Canton, Ohio. Left to right: Earl Salisbury, cornetist; L. R. Warburton, cornetist, (manager); Ray Cordier, saxophone; Benjamin Schoma, drums; William Whitmer, banjo; Paul Myers, violin

George Trope running an adding machine "Sam" Holcomb breaking the speed law with his Maxwell.

The Baltimore and Ohio Welfare Association of Cleveland held its first annual smoker in the Swiss Club on March 10.

The affair was well attended and all expressed themselves as being well satisfied with the entertainment afforded and suggested that smokers be entered on the Association's social calendar as a regular affair.

On the program were seven boxing bouts, by amateur fighters from various stables in Cleveland, the music being furnished by the Musical Magpies, who proved beyond a doubt that for an affair of this kind, they cannot be surpassed. Local talent also entertained with songs and two of the members staged an expression of Gallagher and Shean.

The Athletic Committee of the Association, with E. L. Kimes as chairman, deserves much praise and commendation for the efficiency with which this affair was staged and the success attained.

Massillon, Ohio

Correspondent, W. E. BRUGH

Brakeman W. H. Heyer has been off duty sick for several weeks, but has been improving some lately. Good luck to you, "Whitie."

Conductor J. W. Griffin has been off sick for the last few months. We hope that he will soon improve in health.

We wish to express our sincere sympathy to Conductor A. E. Green and children. Mrs. Green passed away on March 16.

We are glad to announce the marriage of Passenger Brakeman Paul M. Carpenter on March 23. Spent a honeymoon down East, stopping off at Baltimore and Washington. Good Luck to you, Paul!

The following brakemen were employed recently at Massillon: H. H. Heiserer, Frank Ponn, Ralph Ponn and J. C. Mercer. We wish these boys much success.

Brakeman G. H. Brugh starts his garden- ing early in the spring. He has a small patch started under his nose. Some growth, too.

Agent L. T. Kegler and Ticket Clerk and Operator G. H. McCoy have been com- mended by Baltimore on the good condi- tion of the station and their excellent records. Good work, George and Leo!

Dover, Ohio

We desire to thank the Baltimore and Ohio Railroad employees for the floral offer-

ing and tender sympathy tendered us during our sad bereavement in the sudden death of our father.

(Signed) A. E. Ross, Sisters and Brothers.

Brakeman W. R. Case has entered the service at Dover, Ohio.

Brakeman J. A. Stapleton has been trans- ferred from the Toledo Division to the Cleveland Division, working out of Dover, Ohio. He is a brother to Conductor W. F. Stapleton.

Conductor Stang, on March 19, while checking his train at Piedmont, mis-judged the location of a creek bridge, and fell into the creek, injuring his back somewhat. Safety-First, "Dutch!"

Canton, Ohio

The accompanying picture is of the Baltimore and Ohio Novelty Orchestra, at Canton, Ohio. This orchestra was organized at the station at Canton in August, 1921, and its career, thus far, has been quite successful. It has filled engagements in the leading hotels and dance halls in Canton and in nearby towns. We are glad to publish this picture, for we are proud of our little band.

Chicago Terminal

Correspondent, T. H. WILLIAMS

Considerable interest is being displayed by employees all over the Terminal in the newly organized Baseball Club. This club consists of both male and female employees and to date the girls have shown a keen delight in the activities of the organization. The following members were elected to represent the Club for the year of 1922. M. D. Carothers, president; W. E. Buck- master, vice-president; C. E. Stuart, secre- tary; H. O. Wertenberg, treasurer; Wm. Kinnear, team manager; T. H. Williams, business manager.

The Chicago Railroad Baseball League has been reorganized, R. M. Irish being elected president, and William P. Hogan, secretary. Both of these are Chicago Ter- minal employees. The League consists of teams representing the Chicago Passenger Club, Erie, Pacific Fruit Express, C. B. & Q., American Railway Express, Pullman Co., Pennsylvania and Baltimore and Ohio Chicago Terminal. It has been sometime since the ball players have been entered in an organized league and the team we had last year showed such good form that it seemed a shame to be playing promis- cuously. For this reason the Club was formed with the intent of putting a repre- sentative team in the newly organized League, and we have no doubt that the outcome will be a record to be proud of, as there is considerable material of big league caliber in our midst.

While baseball will be the big feature of the Club it will, by no means, eclipse the social side. A Bunco Party and dance was given in the Stevens Building on February 17, which was attended by a large number of employees and their families.

If you have not received a membership card, be sure and do so as early as possible and join a live bunch for a good time during the coming year.

Yardmaster C. F. McKelvey, Whiting, has gone to Cuba to get some "asthmatic medicine." We think that a few bottles obtained there will cure "Mack," who has a chronic case.

It is with pleasure that we announce the promotion of C. H. McCreary, chief clerk to Storekeeper Dawson. Mr. McCreary has been appointed division storekeeper at South Chicago. While we are sorry to lose



Master Robert Kenneth Mattingley

"Mac" from our midst we feel sure that he deserved this promotion as he was one of our most faithful and progressive young men, and we are sure that he will make good and receive further promotions.

The accompanying picture is that of Master Robert Kenneth, son of General Car Foreman "Ed" Mattingley. "Ed" says that although he is only four months old, he is night foreman in the home.

There was a great commotion around the Grand Central Station a few mornings ago when it was learned that General Traffic Manager S. A. Allen was to arrive with his new bride from New York. A few hours further notice and there would have been a larger crowd than Marshall Foch had. The boys tried to get a band as it was.

The latest question around the Grand Central Station, is, "Why has 'Doc' Hughes been wearing the red necktie lately?"

From the way Assistant Road Foreman of Engines Nels Carlson attacks the bottle of Twentieth Century H₂O every time he comes to the Superintendent's Office, it looks like the Federal officers must have put East Chicago somewhere in the Sahara Desert.

Veteran Examiner C. L. Hegley is much interested in reading about the "Boulevard Vamps." He is thinking of buying a one-seated Ford to keep out of trouble. Although "Charlie" is about 70 years old, he still sits among the live wires.

Miss Cordt, Superintendent's Office, is not only an accomplished stenographer, but she is possessed of magical nursing qualities; in fact we have been convinced that she was better than a trained nurse. Probably she has been in one of John Dill Robertson's nursing classes.

How does Johnny Hajek, file clerk and stenographer, Superintendent's Office, with his Rudolph Valentino teeth and his Charlie Chaplin feet, keep out of the movies?

We wish to extend our deepest sympathy to Homer Sextor, air brake inspector in the Lincoln Street Coach Yard, in the loss of his sister and brother, Grace, age nine, and Walter, age eleven, who were burned to death in their home at 2213 West 13th St. The accident took place on the night of February 14, and was caused by the explosion of an oil stove. Both children died shortly afterward. Homer Sextor was badly burned and is still off duty on account of his heroic efforts to rescue the children from the flames. This he did, but they were so badly burned that no hopes were held for their recovery and death claimed them within a short time.

(Signed) Lincol'n St. Employees

I wish to thank all employees of the Baltimore and Ohio Railroad and all others working in the Lincoln Street Yards and Depot Men, for their utmost kindness during the most trying and saddest time of my life.
(Signed) Homer Sextor.

Switchman A. J. Nichols, son of Former Superintendent J. L. Nichols, Cicero Ave. Yard, is the proud father of a daughter, Beverly Ellen, born on February 26; weight seven pounds, four ounces.

Accountant D. C. Gilbert, Stores Department, has been appointed chief clerk to storekeeper, vice C. H. McCreary, promoted.

While sections were changing rails on the Main Line at Harvey a short time ago, every ten minutes, Section Foreman Bargholtz would get scared and call up the I. C. towerman to find out if there was a train coming. The rails were changed about two blocks south of the freight office and Bargholtz kept us guessing all day long with his running back and forth with a speed of at least 50 miles an hour. We were going to tell him several times to cut down on the speed, being afraid a traffic cop might run him in, but by the time we could get to the office door, he was a block away from the office again.

Here is a secret: Ssh! Mr. Wilhoit told "Charlie" Bender the other day, confidentially, that his home town, South Holland, would join the League of Nations. Mr. Bender did not whisper a word.

The Glee Club has been abandoned for the summer, as Superintendent DeVeny considered that the room in which it was being held was entirely too warm. If any of the members desire further information in regard to when the club will resume, they should call on the chorister, "Mike" Carothers.

South Chicago

Correspondent, ESTHER SPREENBERG

The accompanying photograph is of little "Buddy" Lester, son of Brakeman and Mrs. John Lester, 2852 East 91st St., South Chicago, Ill., who was the winner of first prize in the Prize Baby Contest held recently at Ascher's Theatre.



Prize Winners Two—"Buddy" Lester and "Billie" Corfield

"Buddy" was presented with a Diamond Set Locket, valued at \$100.00 and held first place with a total of 237,533 votes.

Mr. Fein of the Fein Studios presented "Buddy" with an oil painting of himself, a reproduction of the accompanying picture.

Little "Bill" Corfield, son of Mr. and Mrs. William Corfield, and grandson of Conductor and Mrs. Olin Mann, was also a winner in this contest—taking seventh prize. "Bill" led the other contestants a "merry chase" and finished with approximately 136,000 votes.

South Chicago, and especially the Baltimore and Ohio, can be justly proud of these two prizes. There were 119 contestants in the race—and we are proud of both of ours.

There may be a depression in business at some points, but not at South Chicago. There seems to be more than plenty to keep us busy at all times. As little "Izzy" said, when asked how many seasons there were in a year—"Two—Slack and Busy." We have only one here—"Busy."

William Rosenthal is again in the lime-light. A car of asphaltum was received here consigned to a certain company on a competing railroad. However, Mr. Rosenthal called consignees and prevailed upon them to take delivery of car at 14th St. and Robey Team Track on the Baltimore and Ohio Chicago Terminal, thereby saving the Company, in actual figures, \$90.20. Mr. Rosenthal is chief reconsigning clerk, South Chicago, and deserves considerable credit for action taken in the handling of this car.

Ohio Divison

Correspondent, A. E. ERICH

G. P. Mallow, sectional stockman, Stores Department, is the proud father of a nine pound girl, which arrived at his home February 13.

J. W. Miller, car helper, joined the ranks of the benedicts recently. Best wishes to him for a happy married life!

E. G. Slater has been appointed signal supervisor, in place of E. J. Allee, deceased. We welcome Mr. Slater and wish him success.

Miss Lillian Flynn, stenographer, Master Mechanic's Office, who has been off duty for some time with a broken ankle, is back on the job.

Our sympathy is extended to operators W. E. and W. H. Littlejohn, in the recent death of their father.

Philip Hixson, clerk, Division Accountant's Office, stole a march on his friends of the office by slipping over to Covington, Ky., to be married, on February 17. A beautiful set of silverware was presented to the happy newly-weds by the accountant's office force. After the presentation, the customary speech was asked for, but all "Phil" could say was "I can't talk." Congratulations and good luck!

The stork paid a visit recently to the home of O. R. Smalwood, electrician, leaving a boy; he also left a boy at the home of Machinist Lester Hayes, and another with Stock Room Attendant Glen Mallow. Congratulations and best wishes for the future health and happiness of these young gentlemen!

Try to Beat This Record

E. O. Brown, firing for Engineer W. Cadden, train 12, engine 5105, Chillicothe to Parkersburg, on March 1, voluntarily kept record of scoops of coal used on the trip. Information furnished by him indicates that he used 360 scoops of coal. Allowing fourteen pounds for each scoop, this would average 7.42 pounds of coal used per passenger car mile. *Save fuel, it can be done!*

R. H. West, clerk, Dispatcher's Office, is the proud father of a nine pound boy, born on March 4. The young man has been given the name of Richard Harrison. Congratulations!

We regret to report that Fireman S. W. Crowe is in the hospital at Portsmouth, Ohio, suffering from blood poisoning, caused by a bruise on his right hand, which he received when hooking fire on engine. We hope for his speedy recovery.

Machinist Earl Drury, has taken unto himself a permanent helper. Best wishes!

Fireman W. R. Bean, has also joined the ranks of the benedicts. Congratulations!

The Safety Agent "Sez:"

Just think how much it would mean if every railroad man would prevent only one accident a year. After an accident has happened, we often see how easily it could have been averted. Let's think how an accident MIGHT happen to us, or the men working with us and then DO the little thing which will avert it. It doesn't require any big effort, or take much time. *"Get the Safety Habit,"* the rest will be easy.

Our meeting of the Division Safety Committee was well attended on March 6, at Chillicothe. Many items of interest were brought up, and almost all the old items were reported as corrected. At the conclusion of the meeting, a representative of the Passenger Department, Thomas J. West, division passenger agent, gave an interesting outline of the proposed "All-Expense Tours to Washington, D. C.," which his department will organize for the coming summer. Members of the Safety Committee present were much interested in the proposition and will co-operate with the Passenger Department in an effort to make these tours a grand success.

We extend to Brakeman J. S. Thompson our sympathy in the loss of his wife, who died March 10.

Brakeman H. L. Young, while releasing



Water Station Foreman T. A. Carr, "all dolled up" in his new Odd Fellow's uniform

brake on a car at Loveland, slipped and fell, breaking his right wrist and dislocating two bones in his arm. His fellow-workers hope for his speedy recovery.

Toledo Division

Correspondent, EDWARD M. MANNIX

East Dayton, Ohio

"Say it with Efficiency always, for well we know that Merit wins."

Slowly but surely, Old Man Business is rounding into form. From reports of our Main Line and Wellston Divisions, it begins to look like old times.

Mr. Clarence Greer, one of our prominent citizens of Dayton, Ohio, was recently solicited by the writer to try the Baltimore and Ohio on his business visits to Louisville, Ky. Later, when asked how he liked Our Road, he replied: "The best you bet, I've ridden on yet."

We don't very often get to see Master Mechanic A. E. McMillan; his jumping between Ivorydale, Hamilton, Lima and Toledo proves that he has a man-sized job. I guess we'll have to get "Mac" an air-ship.

Our old friend Charles Lough dropped in from Benwood, West Virginia, a few days ago to see the old faces at the roundhouse. He surely looked the picture of health and the boys were glad to see him. Come again Charlie, old scout.

The word "Efficiency" surely means something in the Division Accountant's Office, for under G. B. Spencer's personal supervision and that of Chief Clerk Joseph Fortman, the office will compare favorably with any on our system.

We are certainly proud of our Baltimore and Ohio Veterans and their representation. Dayton wants you to know that the latch string's always on the outside to you and yours. Come often.

Assistant Night Round House Foreman Edward D. Phillians has been transferred to Washington, Ind. We regret to lose you "Ed," although we feel that Washington has gained. Our good wishes go with you for your success in your promotion.

I used to get a few notes occasionally from our old friend, "Bill" Crist, chief dispatcher, but now I cannot blame him for not writing; a look into his office recently

convinced me that he was about as busy as a man as we have on our division. Much obliged just the same, "Bill."

The accomplishments of the Safety First and Fuel Saving Committees ought surely to set an example in railroading, for nowhere on our system is there any more interest taken than that displayed by members of these committees.

With the opening of the spring trade, and the clouds of depression gradually disappearing, we will find the good old Baltimore and Ohio away out in front, ready for emergency, and a safe prediction that she will get her share of the business that is bound to come. Remember:

"We are shining up the harness
And we're rubbing down the mare,
For we're going to get the business,
If there's any business there."

Lima

Correspondent, RAY GARRIGUS

Mister Editor—Well, Ed, I suppose you are just dying with neither curiosity nor impatience to know all about that Toledo Division crossing accident campaign, so I am going to get right at the matter and have it done with. You see, Ed, we've got a trainmaster at Lima, who, besides running trains, can also throw a mean line of safety stuff. Well, this trainmaster puts a picture machine in a department store window and from the way the crowds collected you'd have thought there was some one trying to sell 'Green River' for two bits a quart. How the soever, be that as it was, the crowds sure took in those safety pictures like a fish takes a hook. And speaking of fish, Ed, our local followers of the late Mr. Ike Walton are already getting out their lines, for spring's golden smile floods the city and brings up visions of lazy streams singing on beneath the cool shelter of overhanging boughs. "Andy" Waller spent an evening digging in the back yard and Harry Disman was in Lakeview a few days getting the cottage in shape for the season.

Well, Ed, the old place has changed considerably since you was here the last time, as the constable said to Jason when he hauled him in for drinking too much hard cider. There's a new recipe going around that doesn't call for raisins and they've put two hundred and fifty men back to work. Just like old times, eh, Ed? This shop sure puts out a wicked 2423M now. And there's several new faces around too. When you come around again don't let me forget to give you a knockdown to Mr. Jones. Mr. Jones is the original live wire even if he did come from—, well what's the difference where he came from but we all know by this time that Jesse tacks a mean C. & O. card.

Well, Ed, business has increased by leaps and jumps and I haven't had time to follow my chosen profession of news gathering much farther than the south end of the planing mill. How the so ever, I did a little bit of investigating around the storehouse and I discovered what causes that mile away look in Isabel Goebel's eyes. It was a difficult case at first but my natural ability as a detective soon brought out the facts of the case. It seems that friend Jack was called out of the city and has forgotten to write. Also I discovered that our mutual friend, Mr. Britt, is now on a visit to Baltimore, a slab you might have heard mentioned a couple of times in the newspapers in connection with oyster advertisements.

But be all that as it was, Ed, I've found the luckiest man in Lima. He's so lucky that if he stepped off the top of the Central Building, he'd fall up! His name? Why you remember Ed. Brennan, don't you?

Yes, it's the same Ed, that had the bad luck with those last 24 bottles. Well this guy Tom's he's a card player but if he is then I'm the Grand Duke of Alabama. Last night he stacked the cards at the Veteran's meeting. Well, Ed, the prize was a pair of hand painted pillow cases. Brennan had then safely tucked away when Dr. Hutchinson got right up before the meeting and gave a 20 minute talk on the blessedness of giving. It seems that Brennan got a weak heart and let the pillow cases be auctioned off for the benefit of the Association. Now, Ed, as you no doubt know, Dr. H. sure does waggle a wicked tongue, and Mrs. H. was convinced that Brennan parted with those pillow cases rather unwillingly. So the next day Mrs. Hutchinson painted a new pair and gave them to Brennan. Well, Ed., that episode was the talk of the shop, and the straw that cracked the camel's back as far as Brennan and the card players were concerned. Hereafter some one else is going to furnish the deck and also see that the cards are shuffled before the game starts. But speaking of Dr. H. reminds me of insurance. I see in the papers that the Yanks have insured Babe Ruth for a paltry two millions dollars. I suppose they are afraid that the Babe will die laughing every time he gets his pay check, eh, Ed?

Well, Ed, that's about all of the scandal I've been able to uncover in the last week, being too busy even to pay my regular visit to the Orpheum. But that reminds me. Tell all the boys that I've still got that \$11.14.

So that's that until next week.

Yours till Niagara Falls,

Garamurel.

It is with deep regret that we chronicle the death of William Finn, car inspector, who died after an illness of two years. Mr. Finn was in the service of the Company for eight years. We extend our sincere sym-

pathy to the family and relatives in their bereavement.

We understand that Miss Edna Black of the freight office force is the owner of a new car with white wire wheels 'n everything. Congratulations, Edna!

Better Times

Keep smiling. Better times are at hand. Fundamental industries are reviving. Prices of farm products are rising, along with stocks and bonds. Money is plentiful and interest rates are falling, furnishing capital for new enterprises. Wholesale buying is speeding up along many lines, to fill empty shelves. Consumption is growing. Foreign exchange has risen remarkably, promising a better foreign market. And best of all, railroad traffic is gaining. We all know what that means. Keep smiling.

Division Accountant's Office, Dayton, Ohio

Correspondent, GERTIE MAE MCBRIDE

New kind of "ore" discovered in the Division Accounting Office at Dayton, "Elm-ore." We understand Mr. Chamberlain is using this "ore" to good advantage on account of its sterling quality.

"Quoted"

Where can a man buy a cap for his knee?

Or a key to the lock of his hair?

Can his eyes be called an academy—

Because there are pupils there?

In the crown of his head

What gems are found?

Who travels the bridge of his nose?

Can he use, when shingling the roof of his house,

The nails on the ends of his toes?

Can the crook of his elbow be sent to a jail?

If so, what did he do?

How does he sharpen his shoulder blades?

I'll be hanged if I know, do you?

Veterans' Banquet; the graceful swing of Mr. Spencer's dancing (we heard a good dancer say so), and the pleasant smile of Superintendent R. B. Mann.

The accompanying picture is that of our Baltimore and Ohio girls getting acquainted with operations at the shops at Lima. Reading from left to right: Mrs. William M. Maus (wife of our inspector of accounts), the Misses Jesse Munch, Gail Hoskinson, Francis Townsend, Gertrude Hutzel, Mary Myers, Luella Clayton, Gertie Mae McBride and Mary Blandford.

Joe; Aphro, where did you get your hair cut?

Theis: At the barber shop.

Joe: What did the barber have against you?

Now that spring is really here let's open the windows wide and let in the good fresh air; wear a smile from ear to ear; work like sixty, and thus ward off that spring fever germ.

We are glad to welcome into our midst Jacob Bowsher—a willing worker and one who enjoys his work.

Recently, we heard that Charles Martz said he wasn't going to make a date with any of the fair sex during the year 1922 as he wanted to save some money. We notice, however, that he still gets his hair cut and shaves same as always and really appears quite nifty. Saving anything, Charles?

The Maintenance of Way Department can no longer be accused of being the Juvenile Department, as our assistant accountant, "Dan" Kinninger, celebrated his twenty-first birthday on March 7; and Miss Myers, the pretty stenographer, has grown much older since purchasing a new "red bonnet," all by herself.

Baltimore and Ohio Ramblers Win Close Game

The Ramblers defeated the Carlises in a hard-fought game recently at the St. Andrew's parish house by a score of 23 to 20. The Carlises were on the long end at the close of the first half by the score of 14 to 6, but from the beginning of the second half our boys started to increase the score rapidly. By the time the game was over they were in the lead. The winning was due to the excellent playing of our entire team. The line-up and summary:

Baltimore and Ohio, 23. N. C. R., 20.

Hartman.....	F.....	Lehman
Morrissey.....	F.....	Sachs
Becker.....	C.....	Sherlock
Theis.....	G.....	Stanley
Kinzig.....	G.....	Bradford

Substitutions: Stoecklin for Theis; Harker for Morrissey; Hartman for Myers; Black for Bradford; McMullen for Lehman. Field goals: Becker 7; Harker 2; Hartman 1; Lehman 2; Sachs 1; Sherlock 5; Stanley 1. Foul goals: Hartman 3 out of 4; Sachs 2 out of 3.

It is noted by many that the Ramblers are beginning to Ramble.

White's soliloquy: "Let me see how many erasers did I have on March 1?"

The accompanying is that of "Bobbie," son of Howard White of our office.

On March 12, a through line service was established on the Toledo Division, from Detroit, Michigan, to Louisville, Kentucky. The service is complete with diners, parlor cars, sleepers and drawing room.

Owed to the "Beano"

(Continued from last month)

And Mary Blandford, trim and neat, no better girl you'd care to meet—with only



Baltimore and Ohio girls of Dayton, inspecting operations at the shops at Lima
Left—This little youngster's daddy is Howard White, Division Accountant's Office, Dayton



Can he sit in the shade of the palm of his hand?

Or beat on the drum of his ear?

Does the calf of his leg eat the corn on his toes?

If so, why not grow corn on the ear?

Now that we know for a surety that spring is near—absolutely—Mr. Fortman is cleaning house. Talk about making a good start for the New Year, he has every housekeeper in Dayton beat. He certainly is making things look spick and span in the Division Accounting Office.

Did you see the new car the boss has purchased? You didn't? Well, you ought to see it. Some car! If you don't believe it just have him pick you up in it. Maus says it's a dandy and he ought to know. He's an inspector.

Two things were conspicuous at the

one fault, so they say, that Mary's sure to have her way. She knows M-W from A to Z, 'cept running a handcar on inventory.

And quiet, unassuming Dan—though slender and small, he's quite some man—he'd work all day and half the night that he might know his accounts were right.

Another is noted for eating pie—no other clerk can with him vie; though small of stature, and cleanly of face, when Conn's eating pie—he has no grace.

Now Payne's a handsome fellow—bald-headed though he be—on tonnage he's a gnat—that's why he's there you see.

Of other talents we surely can boast, and chief among these—our singers foremost. There's Sara who sings in a modest way and Luella who warbles almost all day.

There's Roehm who speaks of his children as "kids" and when kidded for it he lifts the lid and enlightens you thus with pride and joy—"the reason is well they are just boys."

And honest, conscientious, good-natured Jess—her many good qualities need no stress; she's quiet, constant, true and kind and none more loyal can you find.

At one of our desks is another tall gent who to switchmen's time has his energies bent. None other than Pud with his Irish smile, working constantly all the while.

Then, too, there's Fox—that sly old jay—with beautiful ladies he's never at bay, but when his mind turns to accounting says he, "I'll never let anyone buffalo me."

In M. P. are "Rosies" and "Eddie's" and "Josies"—mistakes with them aren't in it. Keen boys they are too and help the C. O. to the limit.

There's a rat-a-tat-tat in the office all day—and who is it now who is working this way—with speed in her fingers and brains in her head—'tis no one but Gertrude Hutzel, 'tis said.

Direct your attention to the M. of Way, over whose time sheets Kinzig holds sway—with Slim and Martz both steady and kind—no more earnest workers will the BEANO find.

Walt Myers is plugging in dirt real estate, and of his purchase is proud to relate, how folks can save he chants all of the while, into the Saving's Fund friends to beguile.

There's a shy little blonde with eyes of sky blue, who to her task vows she'll ever be true. 'Tis Mary Myers I hear somebody say—Oh yes it is Mary—in the Maintenance of Way.

Prizer sits tight at his desk all the day, counting up tonnage in an humble way, while Medford on income tax ne'er will relax until he can send you that little white sheet that reminds you there's tax on your income to meet.

And last there's "Gene"—he's here and he's there—in fact I might say he's most everywhere—no matter where there may be work to do, "Gene" will stick 'til he sees it all through.

(To be continued.)

Kentucky and Indiana Terminal

Correspondent, J. L. SIGMON
Industrial Agent

Crossing Flagman and Mrs. Ross Reddish, 623 North Thirtieth Street, Louisville, Ky., were married on March 12, 1872. They celebrated their golden wedding anniversary on March 12, 1922.

There were 75 persons at the wedding. Of that 75, eleven are now living. Three of these were present at the celebration. Mr. and Mrs. Reddish have both been school teachers in their days, both teaching 30 odd years. Mr. Reddish attended three years at the Southern Baptist Theological Seminary, with a view of serving the Lord as a minister of the gospel. Circumstances seemed to be against him and he drifted into the school room again, where he taught many years. Since then he has followed several employments.

Mr. Reddish was born in Nelson County, Kentucky, near Fairfield. Mrs. Reddish was born in Bullitt County, Ky., near Mt. Washington. They are both hale and hearty at present, and are looking forward to their centennial anniversary.

Mr. Reddish has been employed by the Kentucky and Indiana Terminal Railroad Company since August 16, 1916, as crossing flagman and toll collector.



Crossing Flagman and Mrs. Ross Reddish

In the Realm of the Riddle

(Continued from page 17)

conclusion that your interest is at best negative, in which case it would be hardly worth while to continue this feature. So right here and now we will organize the "Baltimore and Ohio Puzzler's Club" which everybody is invited to join with the assurance that there are no initiation fees or dues, and but few rules that all can readily understand and obey. Who's going to be the first to join?

And now I am going to give you some new puzzles and hope I may get a long list of solvers.

1. CURTAILMENT (7)

The days of happiness have ceased to be;
The tie that bound us once has now been broken;
TWO we had loved each other faithfully
The stern decree of parting had been spoken.

And so I gave him up, this friend of mine,—
Each ONE of it an arrow in my heart meant;
But yet my poodle had to heed the sign:
"No dogs or kids allowed in this apartment."

L. M. N. Terry

2. BEHEADMENT (5)

PRIMAL time I meet you
I admire you more.
FINAL shy, I greet you
PRIMAL time I meet you
As 'long the street you
Saunter to the store.
Primal time I meet you
I admire you more.

L. M. N. Terry

3. CHARADE (7)

Pat McFee was the foreman fine
Who bossed the gang on section nine.
Each morn he was wont to start the day
With an harangue that always went this way:
"Ef ye z'll hop on this TWO and lind a ONE
We'll be gittin this TOTAL on the run,
And see if we can't make siction nine
The finest track on the whole dum line."

Miss Fitts

4. CHARADE (9)

How dear to our hearts, is an old fashioned homestead,
When some blest occasion presents it to view:
The home-place, the orchard, the fields all about it
And all the loved places that are met with anew.
While down in the dairy, so sweet, so refreshing,
The milk pails are standing in bright shining rows,
And pure golden PRIMAL, so good and so wholesome,
Is placed where the spring in its limpidness flows.
Out in the garden the FINAL is buzzing,
And the drone of the bee is heard mid the flowers,
While COMPLETE is fluttering in sheerest enjoyment
From bright sunny meadows to cool leafy bowers.
So, bring back once more with all of its treasures
This vision of quaintness, this homestead so dear,
For with all of our present enjoyable pleasures,
There are none to compare, though we search far and near.

The Major

5. BEHEADMENT (5)

Over the mountain, across the plain,
Flashes and thunders the railroad train.
By the cities and haunts of men,
Out through the fields of FIRST again.
SECOND or sunshine, day or night,
Matter not in its tireless flight.
Bearer of happiness, woe or weal,
Girding the world in a band of steel.

Comrade

6. CURTAILMENT (5)

One day in a facetious mood
I asked my wife Marie:
"How does the furnace in our house
Remind you FIRST of me?"

I thought she'd give the riddle up,
And I would calmly state:
"Tis ardent, strong, reliable,
And strictly up-to-date."

But judge my feelings when she said,
And thought her answer bright:
"It smokes, is dirty, hard to run,
And goes out SECOND night."

Comrade

The numeral in parenthesis following the title to the puzzles represents the number of letters composing the whole word making the answer. For instance: The answer to No. 1 contains seven letters, No. 2, five letters, No. 3, seven letters, etc. This arrangement is quite a help to the solvers and is the common practice even among seasoned puzzlers. You will notice these puzzles are all signed with pen-names. L. M. N. Terry is Mr. Charles N. Crowder, a successful young business man of Baltimore. The Major is Mr. E. L. Bangs, an old Baltimore and Ohio employe who has, for many years, been deriving lots of pleasure and benefit from puzzling. Comrade is Mr. W. H. Powell, also a very successful business man of Baltimore. These three puzzlers are known wherever puzzles are made or solved. They have produced some brilliant work and it is quite an honor to have them as contributors to this page. They have purposely made these puzzles easy to solve but in some future issues of the MAGAZINE they are likely to submit problems that will cause you a deal of thinking. Miss Fitts is the pen-name of yours truly in puzzledom. Being a railroad man he had to write a railroad puzzle, as the answer, when you get it, will testify.

Now go to it, ye solvers, and let's see who will send in the first list of six complete answers. Address:

G. H. Pryor, Auditor Disbursements
Baltimore and Ohio Building
Baltimore, Md.

Death of Harry Allison

(Continued from page 23)

family, when sickness or trouble came, and spent considerable of his time in visiting such.

As a member of the Cumberland Division Safety Committee, Mr. Allison was a most active worker and his loss in this work has been beautifully memorialized by this Committee in a resolution passed at the Safety Meeting held March 14, 1922.



The late Harry Allison

The following resolutions were also passed by the Cumberland Chapter:

WHEREAS, in view of the loss we have sustained in the death of our beloved president and associate, Harry A. Allison, and the still heavier loss to those who were nearest and dearest to him; therefore be it

RESOLVED, that it is but a just tribute to the memory of the departed to say that in regretting his removal from our midst, we mourn for one who was, in every way, worthy of our respect and regard.

RESOLVED, that in our natural sorrow for the loss of a faithful and beloved president, we find consolation in the belief that it is well with him for whom we mourn.

RESOLVED, that we sincerely condole

with the family of the deceased on the dispensation with which it has pleased Divine Providence to afflict them, and commend them for consolation to Him who orders all things for the best, and whose chastisements are meant in mercy.

RESOLVED, that this heartfelt testimonial of our sympathy and sorrow be forwarded to the family of our departed friend, and a copy to the Baltimore and Ohio MAGAZINE, and a copy be spread on the minutes of our meeting.

H. L. NESBITT, Chairman,

M. J. FLEMING,

H. W. BLOSS,

Committee Baltimore and Ohio Veterans Association of Cumberland, Maryland.

Season's Final Record—Duck Pin League

The Baltimore and Ohio General Office Duck Pin League completed its schedule on the night of March 30. The season was a successful one and great interest was developed in the game. The following is the standing of the teams at the close of the season:

Section A

NAME	GAMES ROLLED	WON	LOST	PER CENT.	TOTAL PINS	TEAM AVERAGE
Auditor Merchandise Receipts...	8	60	1	.741	38169	471.2
Comptroller.....	81	55	26	.679	38630	476.0
Coal Traffic.....	81	51	30	.630	38315	473.0
Adjustment Division.....	81	46	35	.568	37684	465.2
Motive Power.....	8	45	36	.556	37745	466.0
Car Service.....	75	41	40	.506	34769	463.6
Purchasing.....	78	31	43	.469	36101	462.8
Engineer Account Bureau.....	75	26	55	.321	33680	447.1
Freight Tariff.....	81	24	57	.295	35641	440.0
Auditor Disbursements.....	72	19	62	.234	31796	441.6

Section B

General Freight Claim.....	81	63	18	.777	38791	478.9
Auditor Disbursements.....	81	56	25	.691	38085	470.2
Transportation.....	81	51	30	.630	37679	465.2
Auditor Passenger Receipts.....	81	47	34	.580	37981	468.9
Chief Engineer.....	78	44	37	.543	36080	462.6
Maintenance of Way.....	81	35	46	.432	36554	451.3
Engineer of Buildings.....	78	34	47	.420	36928	447.8
Fuel Agent.....	78	27	54	.333	34770	445.8
Valuation.....	81	26	55	.321	36368	449.0
Employment and Record.....	75	22	59	.271	33299	443.7

Individual and team honors for the season are as follows:

High Individual Score for one game:

Struth—Section A—Auditor Merchandise Receipts..... 146

Sauerwein—Section A—Coal Traffic..... 146

Collins—Section B—Transportation..... 146

High Individual Average for three games:

Fowler—Section B—Transportation..... 119.3

Gallery—Section A—Comptroller..... 116.3

High Individual Average for the Season:

Struth—Section A—Auditor Merchandise Receipts..... 101.8

Boring—Section B—Auditor Disbursements..... 99.0

High Team Score for one game:

General Freight Claim—Section B..... 551

Coal Traffic—Section A..... 541

High Team Average for three games:

General Freight Claim—Section B..... 511.7

Auditor Merchandise Receipts—Section A..... 510.0

A series of seven games was played between the General Freight Claim team and Auditor Merchandise Receipts team for the Championship of the League on the evenings of April 6 and 8, at Whiteford Hall, Irvington, and it was necessary to roll the seven games before the General Freight Claim team could be declared the champions. The general result of the contests follow:

	1st GAME	2nd GAME	3rd GAME	4th GAME	5th GAME	6th GAME	7th GAME	TOTAL PINS	AVERAGE
G. F. C.....	488	493	563	509	486	484	500	3523	503.28
A. M. R.....	489	476	501	502	506	532	485	3491	498.71

Why They Let George Do It

The house of the W. S. Tyler Company, of Cleveland, tells a story of three brothers, who left the farm to work in the city.

All three got jobs with the same company, starting at the same pay. Six years later one was receiving \$100 a month; the second \$200, and the third \$300. Their father, hearing of these salaries, decided to visit his sons' employer and find out why they were paid on what seemed to be such an unfair basis.

"I will let them explain for themselves," said the boss, as he pressed a button on his desk.

The summons was answered by Jim, who was receiving \$100 a month. "I understand the Oceanic has just docked," said the employer. "Please go down and get an inventory of her cargo." In three minutes Jim was back in the office. "She carries a cargo of three thousand sealskins," Jim reported. "I got the information from the first mate over the telephone." "Thank you, Jim," said the boss; "that will be all."

He pressed the button again, and Frank, the \$200 man, reported. "Frank, I wish you would go down to the dock and get an inventory on the Oceanic's cargo." An hour later Frank was back with a list showing not only that the Oceanic carried 2,000 sealskins, but that she also had 500 beaver and 1,100 mink pelts.

The employer pressed the button a third time and George, the \$300 man, walked into the office. He received the same instructions his brothers had received. George did not return for three hours, and the office had closed for the day, but his father and the boss were waiting for him. "The Oceanic carries two thousand sealskins," he began. "They are offered at five dollars each, so I took a two-day option on them, and I have wired a prospect in St. Louis, offering them to him at seven dollars. I expect to have his order tomorrow. I also found five hundred beaver, which I sold over the telephone at a profit of seven hundred dollars. The mink pelts are of poor quality, so I didn't try to do anything with them." "That's fine, George," said the boss.

Then, when George had gone, the employer turned to the father and smiled. "You probably notice," he said, "that Jim doesn't do as he's told, Frank does as he's told, while George does without being told."

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